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## American Railroad Journal.

**New York Saturday, March 16, 1872.**

### Northern Pacific Railroad.

HOW THE ENTERPRISE IS REGARDED IN GREAT BRITAIN.

The people of Great Britain find in the Northern Pacific Railway a powerful agency for the consolidation and development of their colonial possessions extending from Halifax to the Pacific Ocean, and for the maintenance of their trade with the far East. Below we give an extract from the *London Morning Post* on this subject:

"The whole area of England and Scotland is about 57,000,000 acres, and that of England, Scotland and Ireland is about 75,000,000; so that the territory given by the American Government to the Northern Pacific Railway company exceeds that of Great Britain by 3,000,000 of acres, and is only 15,000,000 of acres less than the whole area of the United Kingdom. * * * Our interest in this particular American enterprise arises from the circumstance that it appears to open up to us a portion of our own dominions which have hitherto been almost inaccessible. * * * In short, from the eastern to the western terminus of the line the route of this road traverses a region most desirable for settlement and rich in resources, whose development will be almost as profitable to British as to American interests."


## ON THEIR OWN MERITS.

## The 7.30 Gold Bonds

OF THE

## NORTHERN PACIFIC RAILROAD

Have sold to the extent of many millions, and they have now taken their place among the solid and favorite securities of the country.

This is because the Bonds are based upon the amplest security, being a FIRST AND ONLY Mortgage upon the Railroad, and in addition upon 23,000 Acres of Land to EVERY MILE of ROAD.

At $2.50 Per Acre the valuation of this Land Grant is over $125,000,000, while its value, taking the average at which other Railroad Companies have sold their lands, is OVER THREE HUNDRED MILLIONS.

The Bonds are issued in the following denominations:

| | | | |
|---|---|---|---|
| $100 | Coupon. | $100 | Registered. |
| 500 | | 500 | |
| 1,000 | | 1,000 | |
| | | 5,000 | |
| | | 10,000 | |

And are at all times interchangeable at the office of the Company or through the Fiscal Agents, without charge.

They have THIRTY YEARS to run, are offered at par and interest in currency, and will permanently yield a large income in gold.

Full particulars furnished by

## JAY COOKE & CO.,

New York, Philadelphia & Washington.


### Advancement of the Work on the Chesapeake and Ohio.

Regular trains were run across the great embankment at "Jerry's Run," on the Chesapeake and Ohio road, on Saturday last, for the first time. This embankment is believed to be the heaviest on this continent, if not in the world. It is 185 feet deep at centre, and over 200 feet deep on lower sides, and contains about 1,100,000 cubic yards. The stream passes through a tunnel cut in the solid rock forming the western sides of the ravine. The contractors completed this work three months after contract time. Work at other points on the road is progressing well. The headings between east portal and shaft No. 1, and between shaft No. 2 and west portal at Great Bend tunnel are through; only 850 feet remained in the heading between shaft No. 1 and No. 2 on Feb. 1. The contractor is confident he will complete the tunnel (6,500 feet) by July 1. The contractors for Stretcher's Neck tunnel, drove 400 feet in the month of February in two headings they have only 150 feet yet to drive. The tunnel is 1,900 feet long.

### Rosendale Viaduct.

The magnificent new Iron Bridge at Rosendale, New York, which has been in process of erection since the middle of September last, has been completed.

The design of this extensive structure is to carry the Wallkill Valley Railroad across the valley of the Rondout Creek, and over the Delaware and Hudson Canal which runs through it. To effect this, owing to the mountainous nature of the country, it was necessary to construct the bridge at a very great height above the level of the valley. This and other seemingly insurmountable obstacles were, however, promptly overcome, and to-day we have a structure, not only substantial in character, but also affording, suspended as it is high above the valley below, an appearance equally picturesque and pleasing.

The superstructure is undergrade or "deck," and is composed of seven Wrought Iron spans of the well known Patent Diagonal Truss Plan invented by the eminent Engineer Mr. S. S. POST; and two short spans of wood at the South approach of the bridge. These spans consist of 4 equal

ones of 150 feet in length, 2 of 100 feet, one of 76: and the 2 wooden ones of 50 feet each—forming a total length of 976 feet.

The Trusses of each span are 22 feet in height and 14 feet apart.

The calculations of strains, and the proportion of parts, were based upon a moving load of 3,000 pounds per lineal foot of bridge, under which load, and the weight of the structure itself, no part is strained to more than one-sixth of its ultimate capacity.

The different spans rest upon Piers composed of 6 Rectangular Wrought Iron Pillars, trussed with a system of diagonal bracing, so arranged as to obtain the greatest stiffness and rigidity. These Iron Piers, in their turn, rest upon foundations of solid masonry, to which they are securely attached.

The height of the structure, between the grade line and the water surface of the creek—at the highest point—is 142 feet; while the height of the Piers are respectively 14, 80, 100, 115, 80, 65 and 85 feet from the ground to the underside of the trusses.

The total weight of Iron in the whole structure is about 585 tons—of which 385 tons is distributed among the different spans, and the remaining 200 tons among the Piers. The cost of the iron structure of the bridge will be in the neighborhood of $175,000, and the masonry about $50,000.

The work was contracted for by the WATSON MANUFACTURING COMPANY, of Paterson, New Jersey; and the plans and designs were made by their Engineer, ANDREW J. POST.

Great credit is due the company for the substantial and successful manner in which the work has been performed.

### Union Pacific Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 6th inst. Hon. B. F. Wade was elected chairman, and E. W. Rollins, secretary. The election of Seth Turner, John Duff and Oliver Ames as inspectors of election was approved. The report of the president was then read by the secretary, as follows:

OFFICE OF THE UNION PACIFIC R. R. CO.,
BOSTON, March, 4 1872.

*To the Shareholders of the Union Pacific R. R. Co.:*

Your directors take pleasure in submitting the results of the operation of your railway for the year 1871, as follows:

EARNINGS.

| | |
|---|---|
| Passenger earnings | $3,123,510 68 |
| Freight earnings | 3,276,552 50 |
| Company freight | 352,635 44 |
| Express earnings | 307,731 82 |
| Mail earnings | 283,748 80 |
| Car service | 57,459 13 |
| Rent of buildings | 15,809 51 |
| Miscellaneous | 103,934 38 |
| | $7,521,682 16 |

EXPENSES.

| | | |
|---|---|---|
| Conducting transp. | $667,815 91 | |
| Motive power | 1,251,975 77 | |
| Maintenance of cars | 812,874 06 | |
| Maintenance of way | 964,100 75 | |
| General expenses, including taxes | 403,800, 37 | |
| | | 3,600,566 86 |
| Net earnings, (52.13 per cent) | | $3,921,115 30 |

The total amount of revenues as compared with last year is as follows:

| | |
|---|---|
| 1870 | $7,625,277 11 |
| 1871 | 7,521,682 16 |
| Showing a decrease of | $103,594 95 |

The expenses compare as follows:

| | |
|---|---|
| 1870 | $4,677,414 84 |
| 1871 | 3,600,566 86 |
| Showing a decrease of | $1,076,847 98 |

And an increase in net earnings as follows:

| | |
|---|---|
| Net earnings, 1871 | $3,921,115 30 |
| " " 1870 | 2,947,862 27 |
| Increase | $973,253 03 |

The revenues of the company for the year have fallen considerably below the estimate, owing mainly to the detention caused by the storms which have prevailed throughout the entire Winter. The weather has been unprecedentedly severe, and precautions which according to the experience of previous years were ample, proved insufficient. Everything, however, that in the opinion of the chief engineer or general superintendant would expedite the traffic upon the line, and secure the comfort of those who were delayed, was provided, and it is believed that no actual suffering resulted from the detention.

By judicious management in the operation of the line the net earnings, it will be seen, show a handsome increase over those of last year, and approximate the estimate made in the report submitted at your last meeting.

The bridge over the Missouri river at Omaha has been pressed to completion, and will be open in a few days for the passage of trains. Much credit is due to the chief engineer and those specially in charge of the work for the energy shown in its construction.

The operations of the land department during the year have been justly satisfactory. The number of acres sold from March 1 to December 31, 1871, to 1,182 purchasers, has been 192.275 82-100, yielding in cash and notes $733,571 85, an average of $3 81 5-10 per acre.

The cash receipts of the land department from March 1, 1871, to December 31, 1871, have been $319,689 49, and out of these $229,000 of land grant bonds were canceled by that department, and over $80,000 remitted to the trustees under the mortgage securing the same.

Up to the close of the year 1871, 500,000, acres have been sold in all, yielding $2,102,123 96, an average of $4 20 9-10 per acre; and the amount of land grants canceled has been:

| | |
|---|---|
| By the department | $935,000 |
| By trustees | 251,000 |

And for the balance the company hold land notes, maturing in one, two and three years, with interest. The receipts have thus far been more than sufficient to take care of the interest upon the outstanding land bonds.

Your road with proper management, can always promptly provide for the interest on the first mortgages, land grant and income bonds; and by a judicious development of its through and local business should within a few years be able to make yearly provision for the Government liens and also become remunerative to its stockholders.

The accompanying reports of the several departments will furnish in detail the results accomplished during the year.

All of which is respectfully submitted.

THOMAS A. SCOTT, President.

On motion of Mr. Oliver Ames the report was accepted.

The reading of the Superintendent's report was omitted, and a resolution offered by Mr. Bushnell was adopted, fixing the stockholders' next meeting at the company's office in Boston March 3, 1873.

The meeting then proceeded to the election of a board of directors for the ensuing year, which resulted in the choice of the following gentlemen—the first three and the last named of which are new members: Horace F. Clark, Augustus Schell, James H. Banker, Oliver Ames, John Duff, Elisha Atkins, Oakes Ames, L. P. Morton, R. E. Robbins, James Brooks, G. M. Dodge, Sidney Dillon, C. S. Bushnell, George M. Pullman, F. Gordon Dexter.

At a meeting of the new board of directors, held subsequently, the following officers were elected: Horace F. Clark, of New York, President; John Duff, of Boston, Vice President; E. H. Rollins, Treasurer and Secretary; H. B. Wilbur, Auditor.

The new board of directors also appointed the following committees:

Executive Committee—Horace F. Clark, Sidney Dillon, John Duff, Oakes Ames, Augustus Schell, George M. Pullman. Government Director, James F. Wilson.

Finance Committee—James H. Banker, Oliver Ames, Elisha Atkins, N. A. Baldwin, Levi P. Morton, Augustus Schell. Government Director, J. C. L. Harrison.

Land Grant Committee—John Duff, James H. Banker, Oakes Ames, C. S. Bushnell, F. Gordon Dexter, E. H. Baker. Government Director, Hiram Price.

Bridge Committee—John Duff, C. S. Bushnell, James H. Banker, N. M. Dodge. Government Director, B. F. Wade.

Special Committee to confer with connecting railroads—Horace F. Clark, Geo. M. Pullman, G. M. Dodge. Government Director, James F. Wilson.

### Rutland Railroad.

(Continued from page 301.)

CONDITION OF THE CORPORATION.

I now ask your attention to the present condition of the company, and give my views as prepared for the annual meeting so far as is now necessary in view of the action of that meeting. I shall correct the mistakes of the President *pro tempore*, which he was led into in consequence of his own lack of knowledge of the affairs of the company. His connection with the corporation was of quite recent date. While there is no doubt that he intended to give an accurate statement, it was, to say the least, unfortunate that any attempt at a report was made.

The treasurer's balance sheet on the eighth page of this report exhibits, as I believe, a correct transcript of the books on the 30th December, 1871.

It appears from this statement that the company has outstanding

LIABILITIES OF THE CORPORATION.

| | |
|---|---|
| For bills payable | $1,561,088 82 |
| Rents due and unpaid | 14 466 77 |
| Total | $1,575,555 56 |

RESOURCES.

| | |
|---|---|
| Seven per cent. bonds unsold | $10,000 00 |
| Burlington Steamboat Company | 143,000 00 |
| Due from Montreal and Plattsburg Railroad | 14,486 89 |
| Due from wood contracts | 10 000 00 |
| Bonds and balances due on account | 8,300 00 |
| Notes and account in treasurer's hand | 17,000 00 |
| Real estate, Bartonsville | 1 500 00 |
| " Bellows Falls | 2 000 00 |
| " Middlebury | 1 545 62 |
| " Burlington with the rent due | 15 000 00 |
| " Burlington water front. | 30 000 00 |
| Addison Railroad Company | 181,000 00 |
| Claims, which counsel advise as valid and collectable | 110,000 00 |
| Cash | 1,817 12 |
| Preferred stock not sold | 952,400 00 |
| Rent from Jan. 1 to Feb. 1, less interest on bonds | 18,500 00 |
| | $1,430,733 54 |
| Balance | $144,722 14 |
| To which must be added the dividend due preferred stockholders Feb. 1, 1872 | 145,166 00 |

Also such sums as may be paid for outstanding first bonds. It is believed very few of them will ever be presented. There are a few unsettled contingent claims against the company, but it is believed that they cannot exceed $15,000.

The indebtedness is accounted for as follows, viz.:

| | |
|---|---|
| The amount found due the trustees on the auditing and settlement of their accounts | $234,805 03 |
| (This sum includes the costs of the disasters of the flood of 1869.) | |
| Cost in the litigation with the first trustees (not including the second trustees' cost of $93,134 70 paid and charged in their accounts as allowed) | 106,525 59 |
| Interest on moneys paid Cheever & Hart to 1st Feb., 1871, under the "Stipulation" for more time than given in the "madate for decree," | 88,412 53 |
| Dividends paid on preferred stock by vote of directors | 440,943 00 |
| (the funds for this purpose were raised on acceptances of the treasurer, indorsed by directors.) | |
| Burlington Steamboat Company | 220,196 51 |
| Wharfs and basin, built at Burlington (charged under real estate on balance sheet, deducting $13,500 for real estate received from trustees' second bonds) | 113,075 87 |
| Addison Railroad debt | 181,183 91 |
| Interest account from July, 1868, to December 31, 1871 | 159,956 59 |
| First coupon on 7 per cent. bonds, due Nov. 1, 1870 | 17,500 00 |
| Included in the resources, and not before given in this statement, for reduction of the liabilities | 173,149 51 |
| Damages paid and expenses of accident claims | 28,415 50 |
| Internal revenue tax on dividend, &c. | 10,555 63 |
| | $1,774,609 67 |

ANALYSIS OF CONSTRUCTION ACCOUNT.

| | |
|---|---|
| The account is charged with the 7 per cent. bonds of May, 1870, for. (These bonds were given *as a bonus* to subscribers for stock at par). | $500,000 00 |
| Also with what is known as the "Smalley contract" covering lands and right of way at Burlington, in settlement of which common stock was issued at par | 315,000 00 |

ANALYSIS OF SALARIES AND MISCELLANEOUS EXPENSES.

The charges in this account cover the period from the organization of the company in 1867 to 30th December, 1871.

| | |
|---|---|
| Expenses of Boston office | $14,080 40 |
| Allowances on contract to procure conversion of first bonds | 67,000 00 |
| Champlain Transportation Company contract | 49,440 77 |
| Legal sevices paid | 18,925 59 |
| Cheever & Hart, under "stipulation" | 186,733 33 |
| Salaries of president, treasurer and other officers, including incidental expenses | 30,021 44 |
| | $366,201 53 |

ANALYSIS OF INTEREST ACCOUNT.

| | |
|---|---|
| This covers all interest on loans from payment of first dividend in 1868 to 30th December, 1871 | $159,846 59 |
| Coupons paid on 7 per cent. bonds | 52,500 00 |
| " 8 " | 20,000 00 |
| | $282,346 59 |

Nearly two hundred thousand dollars of the increased liabilities of the company is owing to the carrying out of the provisions of the contract with the Vermont Central Managers in regard to the Addison Railroad, which contract had been ratified and confirmed by the stockholders, as appears from the votes heretofore given. The Addison Railroad and its connections with the Whitehall and Plattsburgh Railroad will cost five hundred thousand dollars. A contract to gravel up this road, not yet completed, is its only known liability, except that to the Rutland Railroad Company, and one for a portion of the iron, for which payment is to be made in freight earnings, on the freight sent over the roads to Boston by the party furnishing the iron. The roads to whom these earnings may be due have agreed to take Addison Railroad stock at par in payment.

The equipment account is made up of the balance transferred from second trustees as due them on settlement, and the sums paid for new equipment under the following and other votes. At a meeting of the directors on the 25th of May, 1870, present, the president, with Messrs. Barnard, Butler, Chase and Birchard.

Voted, "That the President be authorized to make a contract for not exceeding three hundred freight cars, and report to the next meeting."

Under this vote, and others, the corporation purchased three locomotives, three passenger, and three hundred and eighty-nine freight cars, all of which were turned over to the Lessees, with all the other equipment except one car, which is valued at $50,000.

In payment for this equipment the 8 per cent. bonds of 1870 were authorized and issued, being secured on the equipment of the road.

The authority for the issue of preferred stock is found in the charter, under the authority there given the stockholders.

At the annual meeting in 1867, it was voted by the stockholders as follows, viz.:

"*Resolved*, That for the purpose of satisfying, paying, purchasing or exchanging the prior claims or encumbrances or interests in the Rutland and Burlington Railroad Company, that this company issue to the holders of such claims, certificates of preferred stock of this company, in shares of one hundred dollars each, equal in amount to the principal and interest on such claims, encumbrances or interests up to Aug. 1, 1867, agreeably to the act of the Legislature incorporating this company, securing to the holders of such stock, dividends upon the par value thereof, of three and one-half per cent., free of United States tax, payable semi-annually, on the first days of February and August in each year, commencing on the 1st day of February, A. D. 1868."

And at the annual meeting in December, 1869, on motion, the stockholders voted "that the President, with the approval of a majority of the directors, be authorized to settle and pay any claim existing against the corporation, on such terms of settlement and price for stock, as he may deem for the interest of the corporation."

In addition to the votes in regard to the issue of preferred stock heretofore given, at a meeting of the directors held on the 21st of June, 1870, all the board being present, it was voted, "That the president with Mr. Chase and Mr. Barnard, be a committee authorized to negotiate a sufficient amount of preferred stock of this corporation to cancel the amount due William T. Hart for first mortgage bonds of the Rutland and Burlington Railroad, and that the same committee be authorized to settle with Mr. Nickerson for fifteen thousand dollars of bonds, supposed to be lost."

Under those votes, the officers of the company certainly had the right to consider as assets preferred stock that it was authorized to issue to discharge prior claims or incumbrances upon the road and property.

To confirm my own opinion on this point, formed upon careful examination, I asked last October the written opinion of the counsel of the corporation (which will be found on page fifty-nine of the appendix). I think it must be apparent, on examination of the charter, that the opinion is well founded.

The following is a list of the prior claims and incumbrances upon the property:

| | |
|---|---|
| 1st. The liabilities of the second trustees on settlement of account | $234,905 02 |
| 2d. The first bonds, the principal and interest of same, under decision of court | 4,278,420 00 |
| 3d. Costs paid Cheever & Hart in the settlement of first bonds | 87,600 00 |
| 4th. Interest on the deferred payments under the "stipulation" to 1st February, 1871 | 88,412 53 |
| 5th. Interest or dividends, paid in cash, on the preferred stock and bonds and for which the company obligations are outstanding | 440,493 00 |
| Aggregate of stock that may be issued | $5,130,280 56 |

On the 14th of October last, at a meeting of the directors, all being present but Mr. Williams, the condition of the corporation was discussed, and detailed statements of the assets and liabilities at that time were laid before the board, as fully as they are presented in this report. To set at rest any doubts, the board, confirming former votes, authorized the issue of preferred stock to the amount of five millions of dollars, a sum less than it was believed they were authorized to issue to cancel prior claims, and at the same time it was determined to keep the common stock at two millions and five hundred thousand dollars.

It will be seen by reference to article fifth of contract that the rents to be paid are:

| | |
|---|---|
| First, one payment annually of $376,000; the first year having been paid, there remains nineteen years; the aggregate is | $7,144,000 |
| Second, one payment on 1st Jan., 1873. | 40,500 |
| " " Jan., 1874. | 54,000 |
| " " July, 1874. | 40,000 |
| " " Jan., 1875. | 40,500 |
| " " July, 1875. | 67,500 |
| " " Jan., 1876. | 67,500 |
| " " July, 1876. | 81,000 |
| " " Jan., 1877. | 81,000 |
| " " July, 1877. | 81,000 |
| " " Jan., 1878. | 81,000 |
| " " July, 1878. | 81,000 |
| " " Jan., 1879. | 81,000 |
| And thereafter at the rate of 594,500 semi-annually for twelve years, the aggregate is | 2,268,000 |
| Third, on the 14th page of appendix further provision is made in the contracts for the payment of $10,000 annually for the use of steamer "Oakes Ames;" aggregate | 180,000 |
| | $10,898,500 |

Deduct for payment:

| | | |
|---|---|---|
| First, dividends on $5 000,000 preferred stock, 7 per cent. per annum is | $350,000 | |
| Second, coupons on $500,000, 7 per cent. bonds is | 35,000 | |
| Third, coupons on $500,000, 8 per cent. bonds | 40,000 | |
| Aggregate for nineteen years | | $8,075,000 |
| Leaving the sum of | | $2,323,500 |

Two million three hundred and twenty-three thousand five hundred dollars for payment of any existing liabilities and dividends on the common stock. In the worst light in which the affairs of the corporation can be placed, there must be left a large sum to be appropriated to dividends upon the common stock. The rent or income of the road is not appropriated by the terms of the leases to the payment of dividends, to either preferred or common stock. Its application is governed by the charter.

In view of this condition of affairs my policy was to continue the payment of dividends in cash, on the preferred stock of the company, and to adopt a plan to this end. With the sanction of the stockholders it could have been carried out,

thereby maintaining and improving the credit of the company, not by a sort of forced loan from the preferred stockholders, but by raising the means upon the capital stock of the corporation as contemplated by the charter, much of its property not being represented by its stock. I believe that upon a full understanding of and looking at the case as a matter of business, all would have been convinced that it would be for their interest to accomplish this end. As the case now stands the bonds that have been authorized cannot be sold at par, while the present seven per cent. bonds, amply secured by mortgage, sell for eighty-one or thereabouts. Your treasury will be depleted by high rates of interest and commissions. In a financial revulsion, such as has occurred within a few years, there is danger that the company may lose control of its bonds at prevailing low rates, and there may yet remain a floating debt. Now that we have got at our condition let us take such a course as will make the future sure. Then, ere long, your preferred stock will sell in the market at its value, as a seven per cent. investment. To prove my confidence in this policy, provided it could have been carried out, I wrote last October to one of the directors, that I would take one thousand shares of the preferred stock towards retiring the paper of the company from State street or elsewhere. It would manifestly have been for my interest to have taken this stock at par. The loss to me, in the recent decline of stock which I own of the company, has more than used up the margin between the price at par and the present price in the market.

We are told we should learn wisdom by the past. Let me illustrate by one of the incidents in the history of your company. In the fall of 1868, a settlement was attempted of all the pending litigation, and was so far consummated as to be reduced to writing. This paper I have included in the appendix on page sixty. When the parties to that contract separated it was supposed that peace was at last declared; that large expenses would be stopped, and all the energies of the managers given to the development of your property. It was necessary to secure the cordial co operation of the directors in order to carry out this agreement. This was found impossible, owing to the influence of interested parties, and I was obliged to notify Mr. Farlow, chairman of the first bondholders' committee, to that effect. In reply I received the following letter:

BOSTON, December 17, 1868.

*Hon, John B. Page, Rutland, Vermont:*

DEAR SIR—Your favor dated at Rutland 12th, but mailed at Boston the 16th inst., reached me last evening. I take due notice of what you say that "after due consideration by the parties act, ing with you, and under the advice of counsel, you now withdraw from further negotiation for a settlement of the pending litigation between the bondholders of the Rutland and Burlington Railroad."

I quite agree with you in the belief you express that an early equitable settlement would promote the interests of all parties, and I think it will be cause for regret that you were unable to secure the sanction and necessary vote of your directors to the equitable terms arranged between yourself, Judge Prout and Mr. Edmunds, and accepted by me in behalf of those I represent.

Regretting individually that we have had so much labor, negotiating in vain, I remain,

Very truly yours,

J. S. FARLOW.

Upon examination of the arrangement above referred to, it will be seen that the first bonds were to be paid for at the of rate one hundred eighty-nine dollars and twenty-five cents for each one hundred dollars of principal of bonds, as of October 31, 1868. Adding the interest to first February, 1870, on the same basis, would give one hundred ninety-eight dollars for each one hundred dollars of principal of bonds; the maximum amount to be paid for being four hundred and fifty thousand dollars of principal of the bonds. Under the "mandate for decree" there was paid two hundred and thirty-seven dollars and sixty-nine cents, as of first day of February, 1870, and the amount of bonds then was six hundred and forty-five thousand nine hundred dollars, represented by Cheever & Hart. It will be noticed by the vote already given (see page 37) that, on account of the additional allowance under the opinion of the court for interest upon interest semi-annually, additional preferred stock was issued to all who had converted their bonds, to an amount equal to the sum due on each bond under the "mandate for decree."

| | |
|---|---|
| The result was, that the preferred capital stock was increased over what it would have been under the said agreement in the sum of | $714,400 00 |
| To raise the money upon the preferred stock at par to discharge the "decree of court," the subscribers for that stock were given 7 per cents. bonds as a bonus. There are outstanding ..... | 500,000 00 |
| The divinenu and interest accounts have been increased by payment on this stock and bonds to first February, 1872..... | 170,016 00 |
| Additional costs, including amount paid Cheever & Hart, under the third provision of the "stipulation" on page 33, with interest to February 1, 1872..... | 146,000 00 |
| | $1,530,416 00 |

Here we have an increase of capital and debt of one million five hundred thirty thousand four hundred and sixteen dollars. Well might Mr. Farlow say, "I think it will be cause for regret that you were unable to secure the sanction and necessary vote of your directors to the equitable terms arranged between yourself, Judge Prout and Mr. Edmunds, and accepted by me in behalf of those I represent." Further comment is unnecessary.

There is one other subject and the last to which I shall direct your attention, and that is to the pamphlet entitled,

"RUTLAND RAILROAD SECURITIES"

issued under date of March 1, 1871, and signed "for the Board of Directors," by Mr. Chase and myself.

At a meeting of the Board of Directors held at Rutland on the 29th day of January, 1871; present, all the Board, Mr. Chase drafted the following resolution, and on his request it was presented by Mr. Williams, and it was voted, "That the President and Mr. Chase be a committee to draw up a report of this company for the past year, and to embrace in said report, as far as practicable, a history of the rise and progress of the same and its leased connections, up to the period of its lease to the managers of the Vermont Central and Vermont and Canada Railroads. The report to contain full tables of the rolling stock of the company, and in appendix, copy of the leases and other documents connected therewith."

It has been impossible until the present time to present the report contemplated in the preceding vote. Soon after the adjournment of that meeting Mr. Chase was furnished with an extract from the lease, which was correct as to the amount of rent to be paid, but the "memorandum" explaining "Article V" is no part of the lease, and it was an error of the printer to include that in quotation marks. It will be seen from what has been set forth in this report in regard to the duties devolving upon your president during all the early months of the year, that it was an impossibility for him to give any time to the preparation of a report, and I was averse to making any statement until a full and accurate report could be prepared. I found when I was in Boston, after the directors' meeting referred to, that Mr. Chase had prepared the statement entitled "Rutland Railroad securities," which he submitted to me. The language is all his own, with the exception of a few corrections made by me when I authorized my name to be affixed. After the statements were in print I observed several expressions that I should have modified if I had noticed them when I read the statement before it was printed. But as to the clause in regard to the assets and liabilities of the company upon which comment is made quite freely since the last annual meeting, because I was not on hand to explain, it has nearly unmanned Mr. Chase and caused him to put himself in a false position to myself and the company, greatly to the injury of both. If that statement was believed to be true when it was made, we should be absolved from all intention of misrepresentation. Neither of us had any motive to misrepresent the condition of the company, our interest being in its common stock, upon which we could not receive any income until all liabilities and dividends upon the preferred stock were paid. But what was the then condition of the company? Full statements, not only of the condition of the corporation, but also of the trustees' accounts in the running of the road, had been prepared and presented to the stockholder's meeting, held on the 26th of January, preceding. Upon these statement I formed my opinion, and I have not to this day seen any reason why that opinion was not correct, according to the knowledge then in my possession. Let us now review the ground of that conviction.

We were under the belief at the time, as has been heretofore expressed, that the assets in the trustees' possession would take care of the trustees' liabilities. We therefore estimated the assets and liabilities of the corporation. The balance sheet used for this purpose may be found on page thirty-one of this report.

| | |
|---|---|
| It will be seen that the bills payable less cash on hand are..... | $415,535 55 |
| There was due Cheever & Hart under the "Stipulation," and payable Jan. 1st with interest..... | 421,000 00 |
| Also due them on 1st April, 1871, but paid in advance on the 23d January, 1871..... | 317,586 88 |
| To provide for first bonds outstanding, other than those held by Cheever & Hart..... | 150,000 00 |
| Dividends 1st February, 1871, less the rent for month of January.... | 117,258 00 |
| | $1,421,380 48 |

It was understood in March, 1871, that the directors might under the vote, to be found on page 36 of this report, "to issue one million dollars preferred capital stock at par for the purpose of raising means to pay first mortgage claims upon the property of this corporation," especially in view of the vote on page 50, "that the president, with Mr. Chase and Mr. Barnard, be a committee authorized to negotiate a sufficient amount of preferred stock of the corporation to cancel the amount due Wm. T. Hart for first mortgage bonds," &c. This last vote was passed after the payment was made under the fourth article (see page 33) in the "stipulation." The funds for that payment had been raised under the vote first referred to above. It was therefore supposed if we should find it necessary we had the authority to issue preferred stock to pay the principal, interest and costs agreed upon under the "stipulation." Including the principal, interest and costs paid first trustees, and the stock issued for bonds converted and to be converted:

| | |
|---|---|
| The preferred stock would am't to.. | $4,500,000 00 |
| There was outstanding..... | 3,585,700 00 |
| Balance on hand to be sold..... | $914,300 00 |
| The issue of 8 per cent. bond for new equipments not sold when the balance sheet was made up; on hand | 500,000 00 |
| The balance of the common stock on hand was..... | 268,700 00 |
| | $1,683,000 00 |

Now, in view of this showing, and bearing in mind that the common stock was at the time in demand at forty-five, with a very reasonable prospect of appreciating in price, I confidently submit the question if we are not justified in the

opinion that "the proceeds of the supplies on hand Jan. 1, 1871, which are taken by the lessees at their appraised value, and other assets, will be more than sufficient to meet all liabilities of the company." It is very reasonable to inquire why there was so different a result in closing up the affairs of the company? We found, both in the trust and corporation, that in closing up and making a final settlement there was presented a large number of claims of which in March, 1871, we had not the least conception. Our position was like an estate, where the testator had left a list of certain law suits pending against him, with a note at the foot of the list to the purport that five hundred dollars would pay all he owed his lawyers. In the settlement of that class of claims presented against the estate it required nearly ten thousand dollars.

The road had been in litigation for years, and all connected with the management felt the importance of freeing it from all disputable questions, though the board all felt when they voted to allow and settle certain claims, that they were unreasonable and ought not to be paid. But we were threatened with more litigation, which it was deemed good policy to avoid and to make the best terms of settlement possible.

| | |
|---|---|
| On the settlement of the trust accounts we have seen that they left a debt of | $234,805 0$ |
| There has been allowed and settled since March 1, 1871, of the class of claims indicated, including interest account, over | 400,000 00 |
| | $634,805 03 |

If, under these circumstances, Mr. Chase and myself are to be cast out as unclean, we must try and be as happy as possible outside the walls of the city.

The common stock being held at $,2,500,000, the other assets being converted and applied in payment of liabilities, and provision being made for realizing from the preferred stock, already authorized to be issued up to five millions of dollars, the future dividends upon the preferred stock would have been placed beyond contingency. It is possible it may be preferred to provide for the amount required to meet the liabilities by an issue of bonds. In either event the stockholders must govern, and their decision cannot be other than to promote the best interest of the corporation.

The trustees state that the total value of road and property in 1862 did not exceed one million and five hundred thousand dollars, and the then market value of securities of the road was eight hundred and thirty-four thousand dollars. The road was taken by the trustees, as appears by the evidence produced, in a worn-out condition in all its departments. After seven years of efforts, amid many discouragements, it was turned over to the present lessees; in good order, with additions to its shops, engine houses, wharves and station accomodations, and with a large increase in its rolling stock; at a rental that after a few years will pay an income on all its stock and bonds, and to an amount of at least $8,000,000 In the Spring of 1871 these stocks and securities of your road were selling in the market at a price that upon the whole would realize over six million dollars. One who has been in a position to understand what has been done, has asserted "That no such financial success had been wrought out of such financial ruin in all New England."

Desiring to do justice to all parties, and at the request of the president *pro tempore*, I add that he had been connected with the corporation as a director but a short time comparatively, and was not acquainted with its past history; and especially that he would not have made the allusions he did in his report, as to the legacy of the trustees, if he had not relied upon a mere abstract of the treasurer's report.

I have thus given a plain, unexaggerated statement of the management of the company and its results, as shown in its present condition; and have also indicated the policy I thought it wise to adopt with reference to its outstanding liabilities. I may be pardoned for saying here, in conclusion, in view of what has been said and done, that throughout and from the time I became connected with the road, either as trustee or director, I have faithfully discharged my duty and done as I thought your interests demanded—with what success this report shows; and I submit, in view of the fact that annual reports were regularly made and of the foregoing votes of directors and stockholders; that it is not true that there has been any concealment of the debt or its amount; that it is not true that its amount over and above assets has been misrepresented; nor is it true that the second trustees have turned over to the corporation a debt exceeding the amount above stated. This report has been submitted to the directors and also the advisory committee, and with their approval is now laid before the stockholders.

JOHN B. PAGE, President.

February 22, 1875.

## Journal of Railroad Law.

RAILROAD COMPANIES TICKETS OVER SEPARATE ROADS—RIGHTS OF PASSENGERS.

The facts in the late case of Brooke *vs.* The Grand Trunk Railway Company, (15 Mich., 332,) are fully and clearly stated in the following opinion by—

CAMPBELL, J.—Plaintiff sued defendants for ejecting him from one of their cars. He purchased in Buffalo in June, 1866, tickets from Buffalo to Detroit, consisting of two tickets on one piece of paper, one from Buffalo to Stratford by the Buffalo and Lake Huron Railway, and one from Stratford to Detroit by the Grand Trunk Railway. Upon the first ticket he rode to Branford in Canada, and remained there about two months. Then he went from Branford to Stratford on the same ticket. Thence he went to Port Huron, in Michigan, on the second ticket, which was punched by the conductor and handed back. Between Port Huron and Detroit the conductor of the train on which he was riding between those places, ejected him from the cars on his refusal to pay his fare, and would not receive the ticket as valid.

Defendants, among other things, introduced testimony to prove that fare for through tickets from Buffalo to Detroit was, at the time those tickets were sold, cheaper than was charged from some intermediate points to Detroit, and that the defendants had an arrangement with the Buffalo and Lake Huron Railway, whereby they were enabled to carry passengers and freight through from Buffalo to Detroit. Also, that, by the regulations of the company, persons having a through ticket from one point to another upon the line, could not stop at intermediate stations.

The court below held that the plaintiff was only entitled to a continuous passage, and, after leaving Buffalo, was bound to proceed to Detroit on the same train or lose the right, after once stopping, to proceed further on his ticket.

The court also instructed the jury that, if the plaintiff had a right to treat the second ticket as valid from Stratford to Detroit, yet he had abandoned the train on which he started at Port Huron and the ticket was unavailable upon any other train. This latter charge appears by the bill of exceptions to have been based upon an assumption of facts, which it belonged to the jury to determine, inasmuch as the evidence conflicted. Accordingly it becomes necessary to consider the former ruling, which treated the whole journey from Buffalo to Detroit as single, and which therefore, if correct, obviated the error caused by taking the facts on the last charge from the jury.

The circumstances of the present case, render it unnecessary to consider whether a simple contract, made to transport a passenger in a single journey beyond the line of the road with which he contracts for passage, renders the contracting company liable as a carrier for what occurs upon another railway. In the case before us, the tickets purport to provide expressly for passage over the lines of two separate companies, and neither ticket extends beyond one line. Each is the voucher for a journey between two specified points. Neither refers to the other in terms, and neither contains any words of restriction.

It was claimed that these tickets are not contracts, and cannot, therefore, be of any force in determining the rights of the plaintiff, but that he must be considered as having purchased what was equivalent to a single through passage. Whether a through ticket over the roads of two separate companies would entail all the same consequences as if they were owned by one, need not now be considered. But we cannot regard these tickets in any such light. Although they are very informal documents, yet they are easily recognizable as vouchers for separate journeys over distinct roads, one issued by a company on its own behalf, and one issued by the same company in behalf of another. The purchaser must necessarily infer from their face that one of them was issued under some claim of agency; and he had a right to treat them according to their purport. They are the usual evidences of a contract of passage; and whatever may be their imperfections, as substitutes for more formal agreements, they must be treated as valid for all which they purport to express. They are no more dependant merely because printed together, than they would be if each were precisely like the other.

We think that it was not incumbent upon the plaintiff to use these tickets for one continous journey, but that, having used one of them, to reach the terminus denoted by it, he was at liberty to begin his second journey when he pleased. The general rules requiring each separate journey to be completed without needless interruptions, was conceded on the argument and there are no facts calling upon us to decide whether there are any circumstances of convenience or necessity which can vary it. The plaintiff had a right to use his ticket from Stratford to Detroit notwithstanding the time which had elapsed after its issue. He had a right to have the jury determine whether he lay over between Stratford and Detroit. The rulings disposed of his entire cause of action and took away the facts from the jury, touching the continuity of the last journey.

The court erred in holding the two tickets to be valid for a single continuous passage from Buffalo to Detroit and also in directing the jury that the second journey had been interrupted.

The judgment must be reversed with costs and a new trial granted.

☞ The value of Iron and Steel, and manufactures of the same, imported into the United States for the fiscal year ending June, 30, 1871, amounted to $48,001,419, among which were: rails, $14,657,961; steel rails, $1,352,496; pig iron, $8,257,684; bar iron, $3,694,103; old scrap iron, $3,853,306.

# RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Central Pacific (in gold):** | | | | | | | | | | | | | |
| 1867 | 38,169 | 51,831 | 60,029 | 81,156 | 95,828 | 121,702 | 174,812 | 181,297 | 200,550 | 212,109 | 128,166 | 75,871 | 1,470,653 |
| 1868 | 64,463 | 86,937 | 81,396 | 96,481 | 106,835 | 164,729 | 259,590 | 251,832 | 262,770 | 296,422 | 286,562 | 342,743 | 2,300,767 |
| 1869 | 212,604 | 218,982 | 391,308 | 485,048 | 568,270 | 556 080 | 532,657 | 511,854 | 609,788 | 579,642 | 535,360 | 467,659 | 5,670,882 |
| 1870 | 413,104 | 394,176 | 488,333 | 633,758 | 768,719 | 729,274 | 783,099 | 807,815 | 777,183 | 828,447 | 746,800 | 612,805 | 7,983,513 |
| 1871 | 536,498 | 481,085 | 580,340 | 756,250 | 917,760 | 807,237 | 807,238 | 1,006,373 | 1,032,801 | 1,005,475 | 898,562 | 549,202 | 9,390,983 |
| 1872 | 634,480 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Chicago and Alton:** | | | | | | | | | | | | | |
| 1865 | 280,503 | 275,283 | 299,063 | 258,480 | 322,278 | 355,270 | 335,985 | 409,251 | 401,280 | 357,956 | 307,919 | 236,824 | 3,840,092 |
| 1866 | 226,158 | 222,241 | 290,111 | 269,249 | 329,851 | 371,544 | 321,597 | 387,269 | 322,638 | 360,223 | 323,030 | 271,247 | 3,695,153 |
| 1867 | 243,787 | 157,832 | 235,961 | 282,165 | 335,510 | 342,358 | 354,244 | 415,982 | 408,999 | 426,752 | 359,102 | 330,169 | 3,892,861 |
| 1868 | 276,117 | 275,140 | 267,094 | 279,121 | 303,342 | 384,504 | 404,012 | 558,101 | 486,196 | 503,746 | 409,569 | 361 701 | 4.508 643 |
| 1869 | 343,182 | 315,099 | 388,727 | 328,390 | 345,833 | 402,854 | 351,045 | 493,232 | 506 623 | 468,212 | 397,515 | 340,851 | 4,681,563 |
| 1870 | 281,109 | 316,037 | 342,897 | 348,039 | 408,686 | 408,659 | 418,709 | 506,681 | 497,519 | 475,608 | 441,197 | 404,264 | 4,849,405 |
| 1871 | 343,550 | 342,369 | 384,372 | 393,654 | 465,780 | 466,582 | 535,842 | 529,278 | 505,904 | 459,576 | 463,056 | 369,420 | 5,257,315 |
| 1872 | 372,316 | 329,170 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Chicago and Northwestern:** | | | | | | | | | | | | | |
| 1863 | ....... | ....... | ....... | ....... | ....... | 366,100 | 281,334 | 296,169 | 473,186 | 551,122 | 435,945 | 407.688 | 2,811,544 |
| 1864 | 273,876 | 317,839 | 390,355 | 421,363 | 466,830 | 565,145 | 480,710 | 519,306 | 669,605 | 729,759 | 716,378 | 563,400 | 6,114,566 |
| 1865 | 541,005 | 482,164 | 499,296 | 468,358 | 585,623 | 747,942 | 702,691 | 767,508 | 946,707 | 932,683 | 754,671 | 547,842 | 7,976,490 |
| 1866 | 523,566 | 399,917 | 523,845 | 537,519 | 858,948 | 925,983 | 808,524 | 797,475 | 1,000,086 | 1,200,216 | 1,010,892 | 712,359 | 9,299,430 |
| 1867 | 696,147 | 574,664 | 765,398 | 774,280 | 895,712 | 893,658 | 888,214 | 1,063,237 | 1,448,942 | 1,541,057 | 1,211,530 | 879,900 | 11,632.739 |
| 1868 | 724,890 | 807,478 | 850,192 | 1,094,597 | 1,211,150 | 1,180.933 | 1,076,674 | 1,251,940 | 1,507,479 | 1,570,067 | 1,107,084 | 1,001,987 | 13,381,471 |
| 1869 | 892,093 | 830,287 | 1,142,166 | 1,112,190 | 1,268.444 | 1,251,951 | 1,157,056 | 1,037,974 | 1 305 673 | 1,371,780 | 1,140.145 | 845,708 | 13,355.467 |
| 1870 | 706,025 | 753,782 | 858,359 | 929,077 | 1,177,897 | 1,139,284 | 1,034,393 | 1,227,513 | 1,259,282 | 1,306,338 | 1,037,964 | 773,491 | 12,203,403 |
| 1871 | 655,428 | 602,182 | 774,994 | 787,641 | 1,094,101 | 952,899 | 851,846 | 1,099,337 | 1,281,574 | 1,047,318 | 1,006,235 | 842,012 | 10,997,868 |
| **Cleveland, Col., Cin. and Indianapolis:** | | | | | | | | | | | | | |
| 1868 | 242,205 | 236,160 | 242,509 | 236,435 | 193,959 | 203 696 | 218,347 | 271,425 | 287,451 | 293,296 | 262,798 | 230,061 | 2,918,342 |
| 1869 | 204,112 | 180,840 | 239,522 | 247,661 | 241,456 | 259,408 | 253,367 | 341,783 | 320,025 | 293,615 | 271,555 | 242,621 | 3,095,965 |
| 1870 | 203,069 | 226,897 | 244,182 | 246,046 | 280,169 | 274,021 | 249,355 | 319,012 | 317,887 | 339,239 | 319,573 | 284,156 | 3.273,719 |
| 1871 | 270.204 | 273,751 | 315,149 | 295,460 | 281,491 | 288,775 | 314,850 | 360,759 | 374,671 | 338,723 | 340,625 | 317,773 | 3,765,343 |
| 1872 | 327,538 | 318,626 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Illinois Central:** | | | | | | | | | | | | | |
| 1864 | 327,900 | 416,588 | 459,762 | 423,797 | 406,373 | 510,100 | 423,578 | 640,179 | 799,236 | 661,391 | 657,141 | 603,402 | 6,329,447 |
| 1865 | 571,536 | 528,972 | 616,665 | 516,608 | 460.573 | 617,682 | 578,403 | 747,469 | 739,736 | 641,589 | 643,887 | 518,088 | 7,181,208 |
| 1866 | 603,053 | 505,266 | 505,465 | 411,605 | 569,250 | 567,679 | 480,626 | 578,253 | 571,348 | 661,971 | 588,219 | 504,066 | 6,546,741 |
| 1867 | 647,120 | 524,871 | 417,071 | 440,271 | 477,027 | 516,493 | 525,242 | 709,327 | 738,530 | 823,901 | 727,810 | 613,329 | 7,160.992 |
| 1868 | 587,443 | 536,165 | 444,443 | 518,800 | 572,551 | 626,249 | 549,714 | 794,325 | 889,967 | 931,530 | 685,401 | 681,041 | 7,817,629 |
| 1869 | 659,138 | 524,693 | 709,645 | 568,282 | 640,975 | 778,261 | 696,228 | 841,363 | 979,401 | 914,406 | 814,413 | 696,677 | 8,823,482 |
| 1870 | 623,383 | 661,789 | 601,326 | 555,087 | 684,539 | 712,647 | 627,216 | 899,052 | 901.235 | 903,225 | 811,708 | 697,751 | 8,678,958 |
| 1871 | 618.065 | 519,617 | 606,845 | 588,661 | 695,446 | 733,989 | 714,854 | 834,208 | 885,845 | 761,964 | 719,909 | ....... | ........ |
| 1872 | 642,466 | 527,068 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Marietta and Cincinnati:** | | | | | | | | | | | | | |
| 1866 | 90,411 | 85,447 | 84.351 | 81,181 | 96,388 | 103,373 | 98,043 | 106,921 | 104,866 | 113,504 | 112,952 | 123,802 | 1,201,239 |
| 1867 | 94,136 | 78,976 | 92,910 | 92,768 | 90,526 | 96,535 | 106,594 | 114,716 | 121,217 | 142,823 | 132,387 | 123,383 | 1,278,713 |
| 1868 | 92,433 | 81,599 | 98,482 | 108,461 | 95,416 | 95,924 | 108,413 | 126,556 | 121,519 | 125,065 | 119,169 | 121,408 | 1,294,095 |
| 1869 | 98,517 | 91,666 | 103,558 | 109,526 | 111,033 | 118,648 | 114,496 | 129 388 | 140,473 | 132,869 | 131,019 | 109,629 | 1,390,822 |
| 1870 | 90,177 | 98,275 | 101,379 | 106,246 | 110.213 | 111,117 | 111,127 | 118,407 | 132,998 | 153,531 | 144,023 | 141,316 | 1,418,869 |
| 1871 | 130,883 | 126.224 | 140,740 | 118,173 | 119,650 | 115,115 | 118,572 | 127,341 | 166,191 | 175,438 | 172,567 | 169,820 | 1,690,714 |
| 1872 | 152,577 | 142,408 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Michigan Central:** | | | | | | | | | | | | | |
| 1863 | 242,073 | 245,858 | 236,432 | 238,495 | 236.453 | 206,221 | 193,328 | 215,449 | 308,168 | 375,488 | 339,794 | 301,186 | 3,168,065 |
| 1864 | 252,435 | 278,848 | 348,802 | 338,276 | 271,553 | 265,780 | 263,244 | 346,781 | 408,445 | 410,802 | 405 510 | 376,470 | 3,970,946 |
| 1865 | 306,324 | 279,137 | 344,228 | 337,241 | 401,456 | 365,663 | 329,105 | 413,501 | 476,661 | 490,694 | 447,670 | 328,870 | 4,520,550 |
| 1866 | 282,439 | 265,796 | 337,158 | 343,737 | 365,196 | 335,083 | 324,986 | 359,646 | 429,161 | 493,640 | 414 604 | 308,669 | 4,260,115 |
| 1867 | 304,095 | 283,661 | 375,210 | 362,783 | 333,952 | 284,977 | 313,021 | 398,993 | 464,778 | 506,296 | 412,934 | 330.373 | 4,371 013 |
| 1868 | 343,316 | 304,315 | 326,880 | 415,758 | 369,236 | 325,501 | 321,013 | 392,942 | 456,973 | 511,820 | 410,826 | 399,671 | 4,509,251 |
| 1869 | 384,120 | 320,636 | 386,527 | 411,514 | 403,646 | 366,623 | 329,950 | 353 569 | 473,546 | 490,772 | 448,419 | 374,542 | 4,744,164 |
| 1870 | 337,992 | 329,128 | 384.431 | 412,030 | 406,283 | 363,187 | 326.891 | 378,880 | 457,990 | 511.447 | 453,873 | 387,827 | 4,755,958 |
| 1871 | 418,755 | 442,665 | 441,685 | 470,703 | 480,547 | 427,096 | 422,515 | 529,890 | 628,660 | 582,802 | 533,506 | ....... | ........ |
| 1872 | 505,586 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Milwaukee and St. Paul:** | | | | | | | | | | | | | |
| 1867 | 319,763 | 240,755 | 261,143 | 316,266 | 401,900 | 369,356 | 365,412 | 350.565 | 751,738 | 1,101,771 | 775.616 | 438,323 | 5,683,608 |
| 1868 | 369,228 | 321,203 | 333,508 | 436.412 | 565,718 | 458,191 | 423,398 | 522,682 | 1,024,045 | 1,037,464 | 556,917 | 468 880 | 6,517,646 |
| 1869 | 454.590 | 330,400 | 420,951 | 460,288 | 630.844 | 678,923 | 586,531 | 525,547 | 724,732 | 1,040,102 | 801 135 | 496,563 | 7,250 039 |
| 1870 | 396,171 | 382,823 | 377,571 | 443,132 | 730,700 | 755,737 | 636,434 | 661,020 | 808,318 | 908,313 | 791,014 | 529.758 | 7,420.421 |
| 1871 | 396.760 | 327,431 | 377,571 | 483,884 | 662,567 | 658,018 | 481,113 | 506,557 | 815,345 | 841,150 | 644,625 | 473,235 | 6,668,056 |
| 1872 | 460,985 | 387,525 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Ohio and Mississippi:** | | | | | | | | | | | | | |
| 1864 | 210,329 | 260,466 | 309,261 | 269,444 | 224.963 | 223,242 | 268,177 | 302,596 | 332,400 | 278,006 | 346,243 | 275,950 | 3,311,077 |
| 1865 | 259,223 | 239,139 | 313,914 | 271,527 | 290,916 | 304,463 | 349,285 | 344,700 | 350,348 | 372,618 | 412,553 | 284.319 | 3.793,005 |
| 1866 | 267,541 | 246,109 | 326,236 | 277,424 | 283,130 | 253,925 | 247,262 | 305,454 | 278,701 | 310,762 | 302,426 | 281,613 | 3 380 583 |
| 1867 | 242,793 | 219,065 | 279,647 | 284,729 | 282,939 | 240,135 | 234,663 | 322,521 | 365,371 | 379,367 | 336,066 | 272,053 | 3,459,319 |
| 1868 | 211,973 | 231,351 | 265,905 | 252,149 | 204,620 | 217,082 | 194,455 | 287,557 | 307,122 | 283,329 | 274,637 | 233,861 | 2,964.041 |
| 1869 | 180,366 | 216,080 | 221,459 | 214,409 | 218,639 | 223,236 | 192,364 | 275,220 | 292,803 | 328,044 | 298.027 | 254.896 | 2.915,543 |
| 1870 | 196,787 | 218,234 | 253,065 | 270,934 | 246,266 | 219,987 | 211,219 | 300,971 | 318.957 | 355.187 | 316,054 | 250,471 | 3,188,137 |
| 1871 | 245,982 | 258,554 | 384,599 | 243,650 | 222,263 | 189,241 | 211,352 | 288,989 | 325,379 | 330,991 | ....... | ....... | ........ |
| **Pacific of Missouri:** | | | | | | | | | | | | | |
| 1869 | 194,112 | 207,302 | 294,302 | 278,247 | 264,273 | 249,349 | 184,411 | 262,515 | 350,613 | 329,243 | 298,708 | 271,207 | 3,184,282 |
| 1870 | 202,447 | 250,617 | 294,874 | 289,550 | 283,221 | 263,328 | 260.449 | 343,195 | 353.677 | 341,373 | 321,659 | 236.108 | 3,438,930 |
| 1871 | 212.005 | 219,504 | 319,765 | 285,416 | 284,732 | 175,351 | 287,540 | 329,270 | 364,128 | 369,887 | 385,103 | 299,552 | 8,630,696 |
| 1872 | 264,319 | 238,823 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Philadelphia and Reading:** | | | | | | | | | | | | | |
| 1864 | 436,742 | 532,786 | 617,021 | 669,384 | 757,178 | 936,188 | 711,457 | 1,170,241 | 1,125,635 | 754,551 | 1,032.149 | 812.178 | 9.555 519 |
| 1865 | 653,053 | 608,305 | 116,215 | 923,283 | 416,341 | 566,979 | 957,194 | 1,121,205 | 1,351 579 | 1,419,232 | 1,196.955 | 702 685 | 10.033 026 |
| 1866 | 738,061 | 725,967 | 779,198 | 861,604 | 1,109.267 | 1,140,301 | 996,841 | 1,252,386 | 855,742 | 887,793 | 874,974 | 436.990 | 10,637,124 |
| 1867 | 500,488 | 534.561 | 703,618 | 836,603 | 965,358 | 903,974 | 864,637 | 693,104 | 873.153 | 956,658 | 837.351 | 586,779 | 9.256,284 |
| 1868 | 427,437 | 518,174 | 651,019 | 817,750 | 761 220 | 744.188 | 314,472 | 631,143 | 1,006,631 | 1,159,726 | 1,113,398 | 689,924 | 8.735.082 |
| 1869 | 479.236 | 525.490 | 755,433 | 904.834 | 499.463 | 630,680 | 1,232,903 | 1.454,026 | 1,294,621 | 1,235.366 | 1,476.405 | 828,447 | 11,316,904 |
| 1870 | 479,872 | 574,706 | 679,332 | 514.493 | 593,966 | 617,058 | 569,697 | 1,129,489 | 1,241,903 | 1,199,094 | 1,143,309 | 899,258 | 9,642,177 |
| 1871 | 506,367 | 428,045 | 644,506 | 688,578 | 1,063,002 | 1,510,088 | 1,213,303 | 1,359,633 | 1,418,141 | 1,413,643 | 1,423,278 | ....... | ........ |
| **St. Louis, Alton and Terre Haute:** | | | | | | | | | | | | | |
| 1866 | 178,120 | 155,893 | 192,138 | 170,485 | 168,699 | 162,532 | 166,015 | 222 953 | 198,884 | 244,834 | 212,227 | 177,364 | 2,250,142 |
| 1867 | 149,658 | 149,342 | 174,153 | 188,162 | 171,736 | 156,066 | 172,933 | 220,788 | 219,160 | 230,340 | 205,095 | 180,971 | 2,218,402 |
| 1868 | 127,593 | 133,392 | 149,164 | 155,388 | 130.545 | 140,408 | 143,987 | 204,597 | 196,910 | 210,473 | 174,500 | 168,696 | 1,935,753 |
| 1869 | 132,623 | 127,817 | 175,950 | 171,868 | 157,398 | 154,133 | 144,164 | 186,889 | 202,238 | 205,750 | 189,351 | 160,085 | 2,008,265 |
| 1870 | 152,393 | 158,788 | 172,216 | 172,347 | 155,081 | 150,719 | 129,567 | 167,305 | 158,627 | 163,285 | 152,909 | 137,794 | 1,871,031 |
| 1871 | 143,468 | 124,810 | 154,697 | 140,302 | 134,390 | 139,761 | 153,571 | 165,107 | 188,442 | 186,489 | 152,515 | 102,995 | 1,786,547 |
| **St. Louis and Iron Mountain:** | | | | | | | | | | | | | |
| 1870 | 92,181 | 95,610 | 105,033 | 103,716 | 117,625 | 116.242 | 107,524 | 126,012 | 127.412 | 126,775 | 124.988 | 123,948 | 1,372,236 |
| 1871 | 126,218 | 122,373 | 144,533 | 125,212 | 117,664 | 114,786 | 118,016 | 131,484 | 141,165 | 175,792 | 154,427 | 169,607 | 1,545,768 |
| 1872 | 173,707 | 156,232 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Toledo, Wabash and Western:** | | | | | | | | | | | | | |
| 1867 | 237,674 | 200,793 | 270,630 | 317,052 | 329,078 | 304,810 | 309,591 | 364,724 | 382,996 | 406,766 | 351,759 | 333,480 | 3,809,358 |
| 1868 | 278,712 | 265,137 | 257,800 | 286,825 | 260,529 | 293,344 | 283,833 | 484,209 | 450,203 | 429,898 | 323,270 | 399,439 | 4,013,208 |
| 1869 | 284,193 | 240,395 | 242,705 | 311,833 | 312,530 | 348,891 | 310,800 | 450.246 | 410,720 | 422,369 | 323,377 | 434,284 | 4,252.343 |
| 1870 | 312,133 | 293,645 | 295,278 | 318,699 | 340,892 | 348,632 | 322,756 | 466,431 | 508,042 | 451,298 | 425,687 | 386,254 | 4,469,762 |
| 1871 | 365,174 | 328,791 | 393,455 | 444,210 | 453,000 | 438,814 | 553,994 | 552,079 | 558,816 | 600,205 | 531,079 | 365,174 | 5,719,821 |
| 1872 | 439,780 | 431,949 | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ....... | ........ |
| **Union Pacific:** | | | | | | | | | | | | | |
| 1869 | ....... | ....... | ....... | ....... | 797,948 | 706,602 | 623,560 | 617,585 | 758,467 | 999,665 | 837,388 | 716,829 | 5,709,163 |
| 1870 | 528 520 | [illegible] | 589,238 | 706,603 | 802,586 | 746,450 | 643,058 | 684 051 | 728,521 | 719,698 | 570.168 | 605,053 | 7,654,094 |
| 1871 | 479,573 | 373,925 | 499,599 | 684,540 | 724,460 | 728,174 | 673,693 | 681,865 | 800,402 | 777,362 | 708,142 | 542,908 | 7,574,949 |

# CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

| Years ending. | Length equiv. single track. | Horses and Dummies. | Cars. | Companies. | Cost of Road and Equipment. | Share Capital. | Indebtedness. Bonded Debt. | Indebtedness. Floating Debt. | Earnings. Gross. | Earnings. Net. | Dividends on paid Capital. | Value of Shares. Par. | Value of Shares. Paid. | Value of Shares. Market. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | m. | No. | No | | $ | $ | $ | $ | $ | $ | p. c. | $ | $ | $ |
| Sept. 30,'70 | 7.25 | 94 | 14 | Albany .....N.Y. | 156,100 | 110,300 | 40,000 | — | 87,061 | 22,593 | 5. | 100 | 100 | .... |
| Sept. 30,'70 | 0.96 | — | — | Albany st. Freight (B'ton).Mass. | 47,765 | 75,000 | — | 1,136 | 2,654 | 557 | — | 100 | 100 | .... |
| Oct. 31,'70 | 3.41 | 11 | 4 | Allentown .....Pa. | 30,118 | 30,500 | — | — | 12,733 | 1,886 | — | 100 | 100 | .... |
| Dec. 31,'68 | 31.00 | 479 | 73 | Baltimore City..... Md. | ..... | ..... | ..... | ..... | 480,046 | ..... | 6. | 100 | 100 | 24 |
| Sept. 30,'70 | 22.00 | 412 | 53 | Bleeck. st. & F.F. (N.Y.C.)N.Y. | 1,975,049 | 900,000 | 694,000 | 29,500 | 316,259 | 54,828 | — | 100 | 100 | .... |
| Sept. 30,'70 | 3.36 | — | — | Boston and Chelsea.....Mass. | 110,000 | 110,000 | — | — | 4,400 | 4,004 | 4 | 100 | 100 | .... |
| Sept. 30,'70 | 2.75 | — | — | Boston & West Roxbury.Mass. | 41,000 | 41,000 | — | — | — | ..... | — | 100 | 100 | .... |
| Sept. 30,'70 | 10.76 | 192 | 49 | Broadway (Brooklyn).....N.Y. | 315,320 | 200,000 | 100,000 | 8,782 | 150,876 | 26,876 | 12 | 100 | 100 | .... |
| Sept. 30,'70 | 16.00 | 798 | 112 | B'dway & 7th Av.(N.Y.C.)N.Y. | 583,894 | 2,100,000 | 1,500,000 | 100,000 | 707,983 | 242,248 | 6. | 100 | 100 | .... |
| Sept. 30,'70 | 7.00 | — | 28 | Brooklyn, Bath & Coney I.N.Y. | 180,855 | 170,000 | 80,000 | 91 | 35,842 | 8,514 | — | 100 | 100 | .... |
| Sept. 30,'70 | 72.00 | 1412 | 297 | Brooklyn City.....N.Y. | 2,032,878 | 1,500,000 | 300,000 | 156,350 | 1,334,984 | 115,653 | 12.0 | 100 | 100 | .... |
| Sept. 30,'70 | 24.33 | 211 | 49 | B'klyn City,Hun. P.& P.P.N.Y. | 685,864 | 300,000 | 379,000 | 30,443 | 166,955 | 24,058 | — | 100 | 100 | .... |
| Sept. 30,'70 | 11.00 | 190 | 41 | Brooklyn City & Newtown.N.Y. | 600,000 | 600,400 | — | 24,048 | 150,922 | 23,653 | — | 100 | 100 | .... |
| Sept. 30,'70 | 6.00 | .... | ... | B'klyn Flatbh & Coney Isl.N.Y. | 105,000 | 180,000 | 100,000 | (Open | ed Oct. 1, | 1870.) | — | 100 | 100 | .... |
| Sept. 30,'70 | 24.09 | 199 | 39 | Brooklyn and Jamaica.....N.Y. | 1,288,100 | 488,100 | 800,000 | — | — | — | — | 100 | 100 | .... |
| Sept. 30,'70 | 4.50 | .... | ... | Brooklyn & Rockaway Bh.N.Y. | 210,793 | 145,500 | 84,500 | 3,000 | 34,357 | 18,241 | — | 100 | 100 | .... |
| Sept. 30,'70 | 15.21 | 182 | 52 | Buffalo street.....N.Y. | 415,121 | 73,000 | 341,464 | 14,927 | 164,622 | 19,466 | — | 100 | 100 | .... |
| Sept. 30,'70 | 7.50 | 89 | 20 | Bushwick (Brooklyn) .....N.Y. | 319,171 | 302,000 | 52,000 | 1,938 | 124,372 | 35,910 | 7. | 100 | 100 | ... |
| Sept. 30,'70 | 27.43 | — | — | Cambridge (Boston) .....Mass. | 734,671 | 727,800 | 150,000 | 74 | — | — | 9.0 | 100 | 100 | 105½ |
| Sept. 30,'70 | 3.26 | 20 | 4 | Central City (Syracuse).....N.Y. | 29,334 | 21,130 | 6,000 | — | 18,738 | 5,035 | 10 | 100 | 100 | .... |
| Sept. 30,'70 | 36.00 | 761 | 141 | Cen. P., N.& E.R. (N.Y.C.)N.Y. | 1,629,175 | 1,068,400 | 626,000 | 60,199 | 618,136 | 56,485 | — | 100 | 100 | .... |
| Oct. 31,'70 | 7.25 | 250 | 50 | Citizens'(10th&11th sts.)(Ph.)Pa. | 207,264 | 192,750 | — | — | 251,773 | 76,780 | 36.3 | 50 | 19½ | .... |
| Oct. 31,'70 | 9.06 | 152 | 34 | Citizens' (Pittsburg) .....Pa. | 244,885 | 184,000 | 50,000 | 7,700 | 155,156 | 42,598 | 16.3 | 50 | 44 | .... |
| Sept. 30,'70 | 14.83 | 210 | 18 | Coney Island (Brooklyn) ..N.Y. | 647,363 | 500,000 | 214,000 | 39,238 | 147,669 | 17,414 | — | 100 | 100 | .... |
| Sept. 30,'70 | 22.79 | 819 | 109 | Dry Dock,E.B.&B.(N.Y.C)N.Y. | 909,871 | 1,200,000 | 700,000 | 30,000 | 709,274 | 124,300 | 8. | 100 | 100 | .... |
| Sept. 30,'70 | 3.50 | 12 | 4 | Dunkirk and Fredonia ....N.Y. | 42,851 | 34,825 | — | — | 8,544 | 4,106 | 7. | 100 | 100 | .... |
| Sept. 30,'70 | 11.75 | .... | ... | East New York & JamaicaN.Y. | 257,698 | 171,700 | 82,700 | 1,619 | 27,701 | 4,241 | — | 100 | 100 | .... |
| Oct. 31,'70 | 1.63 | 12 | 3 | Easton and S. Easton .....Pa. | 25,230 | 29,562 | — | — | 9,799 | 2,577 | 5.0 | 25 | 20 | .... |
| Sept. 30,'70 | 18.00 | 867 | 161 | Eighth Avenue (N.Y.City)N.Y. | 1,540,173 | 1,000,000 | 203,000 | 30,000 | 812,442 | 182,523 | 12.0 | 100 | 100 | .... |
| Dec. 31,'70 | 6.00 | .... | ... | Elizabeth & Newark.....N.J. | 224,749 | 206,000 | — | 24,738 | 34,986 | 11,129 | 5.5 | 100 | 100 | .... |
| Oct. 31,'70 | 2.27 | 19 | 5 | Erie City.....Pa. | 32,291 | 19,807 | 20 296 | — | 16,143 | — | — | 50 | 9 | .... |
| Sept. 30,'70 | 2.70 | 20 | 4 | Fifth Ward (Syracuse).....N.Y. | 44,763 | 29,335 | 10,000 | — | 12,327 | 2,185 | — | 100 | 100 | .... |
| Sept. 30,'70 | 9.63 | 232 | 54 | 42d st. & Gr'd st. F.(N.Y.C.)N.Y. | 1,052 479 | 748,000 | 215,000 | — | 384,800 | 93,276 | 10.0 | 100 | 100 | .... |
| Oct. 31,'70 | 17.04 | 301 | 45 | Frankford & Southwark(Ph.)Pa. | 786,242 | 491,750 | 187,500 | 30,000 | 329,605 | 36,039 | 6.0 | 50 | 49½ | 44½ |
| Sept. 30,'70 | 3.25 | 26 | 6 | Genesee & Water st. (Syr.).N.Y. | 59,354 | 42,500 | 12,700 | — | 13,508 | 1,139 | — | 100 | 100 | ... |
| Nov.31,'70 | 34.25 | 360 | 60 | Germantown (Phila.).....Pa. | 562,270 | 307,545 | 350,000 | — | 356,759 | 102,350 | 19.5 | 50 | 15 | 38 |
| Oct. 31,'70 | 5.40 | 155 | 25 | Girard College (Phila.).....Pa. | 174,657 | 170,000 | — | — | 161,905 | 37,685 | 6.0 | 50 | 17 | 44½ |
| Sept. 30,'70 | 8.00 | 90 | 15 | Gr'd st. & Newtown (Bk'n)N.Y. | 270,000 | 170,000 | 90,000 | — | 89,627 | 8,196 | 2. | 100 | 100 | .... |
| Dec. 31,'70 | 7.25 | 200 | 42 | Green and Coates st. (Phila.).Pa. | 243,615 | 150,000 | 100,000 | — | 180,211 | 32,244 | 6.0 | 50 | 15 | .... |
| Sept. 30,'70 | 10.00 | 112 | 24 | Harlm.Br.,Morr. & F'dham.N.Y. | 260,682 | 114,010 | 134,000 | 4,000 | 74,945 | 7,894 | — | 100 | 100 | .... |
| Oct. 31,'70 | 2.14 | 11 | 4 | Harrisburg City.....Pa. | 60,249 | 41,995 | 12,864 | 1,240 | 5,997 | 2 | — | 25 | 24 | ... |
| Oct. 31,'70 | 14.10 | 336 | 56 | Hest., Mant. & F'mount (Ph.)Pa. | 471,248 | 306,386 | 164,400 | 1,000 | 262,890 | 49,315 | 6.5 | 50 | 7 | 21½ |
| Sept. 30,'70 | 3.56 | 27 | 9 | Kingston and Rondout.....N.Y. | 79,835 | 75,000 | — | — | 22,120 | 3,252 | — | 100 | 100 | .... |
| Oct. 31,'70 | 5.20 | 116 | 17 | Lombard and South st. (Ph.).Pa. | 168,555 | 105,000 | 62,500 | — | 100,785 | 9,201 | — | 25 | 10½ | 17½ |
| Sept. 30,'70 | 3.82 | 50 | 9 | Lowell Horse.....Mass. | 49,180 | 55,830 | — | — | 26,181 | 2,431 | — | 100 | 100 | .... |
| Sept. 30,'70 | 11.75 | 239 | 35 | Lynn and Boston .....Mass. | 276,221 | 200,000 | 50,000 | 51,137 | 136,719 | Loss. | — | 100 | 100 | .... |
| Sept. 30,'70 | 3.41 | — | — | Malden and Melrose (Btn).Mass. | 60,246 | 200,000 | 45,872 | — | 16,740 | Loss. | — | 100 | 100 | .... |
| Sept. 30,'70 | 0.91 | — | — | Marginal Freight (Boston).Mass. | 191,834 | 191,500 | — | 46,454 | 1,144 | — | — | 100 | 100 | .... |
| Sept. 30,'70 | 3.07 | — | — | Medford & Charlest. (Btn).Mass. | 36,000 | 21,000 | 4,000 | — | 1,120 | — | — | 100 | 100 | .... |
| Sept. 30,'70 | 4.88 | 43 | 6 | Merrimac Valley.....Mass. | 42,206 | 50,000 | — | 6,174 | 23,375 | — | — | 100 | 100 | ... |
| Sept. 30,'70 | 33.65 | 914 | 170 | Metropolitan (Boston) ....Mass. | 1,624,594 | 1,250,000 | — | 297,271 | 685,303 | 99,519 | 10.0 | 100 | 100 | 69 |
| Sept. 30,'70 | 7.29 | 247 | 49 | Middlesex (Boston).....Mass. | 530,367 | 400,000 | 100,000 | 81,557 | 172,240 | 12,419 | — | 100 | 100 | 90 |
| Dec. 31,'70 | 3.40 | .... | ... | Newark and Irvington.....N.J. | 50,806 | 30,000 | 15,000 | 2,402 | 31,807 | 2,962 | — | 100 | 100 | .... |
| Sept. 30,'70 | 12.20 | 180 | 53 | Ninth Avenue (N. Y. City)N.Y. | 476,598 | 797,320 | 167,000 | — | 124,733 | 3,330 | — | 100 | 100 | .... |
| Sept. 30,'70 | 3.22 | 16 | 5 | Northampton & Wmburg.Mass. | 300,000 | 300,000 | — | 3,853 | 9,393 | Loss. | — | 100 | 100 | .... |
| Sept. 30,'70 | 2.16 | — | — | North Woburn (Boston)..Mass. | 24,012 | 25,000 | 8,000 | 3,195 | 1,920 | 1,920 | — | 100 | 100 | .... |
| Oct. 31,'70 | 7.50 | 84 | 8 | Oakland & E. Liberty (Pbg.).Pa. | 121,097 | 59,500 | 17,000 | 50,163 | 55,955 | — | — | 50 | 50 | .... |
| Dec. 31,'70 | 17.29 | 167 | 28 | Orange and Newark .....N.J. | 897,022 | 282,555 | 546,000 | 76,695 | 195,357 | 37,874 | — | 100 | 100 | .... |
| Dec. 31,'68 | 3.81 | .... | ... | Passenger (Cin.) .....O. | 100,000 | 100,000 | — | — | — | — | — | 100 | 100 | .... |
| Nov.31,'70 | 9.66 | 30 | 15 | Peoples' street (Scranton) ...Pa. | 134,917 | 125,500 | — | — | 42,205 | 6,185 | 5.0 | 100 | 100 | ... |
| Dec. 31,'70 | 12.08 | 336 | 76 | Philadelphia City (C. & W.).Pa. | 450,231 | 225,000 | 200,000 | 25,231 | 321,866 | 52,994 | 21.8 | 50 | 15 | 58½ |
| Dec. 31,'70 | 5.65 | — | 14 | Philadelphia and Darby.....Pa. | 257,000 | 200,000 | 57,000 | — | 12,000 | 8,000 | 4.0 | 20 | 20 | .... |
| Dec. 31,'70 | 12.88 | 129 | 25 | Philadelphia & Gray's Ferry.Pa. | 299,126 | 285,307 | 6,500 | — | 116,645 | 26,109 | — | 50 | 25 | 34 |
| Oct. 31,'70 | 8.25 | 154 | 28 | Pbg., Allegheny & Manchest.Pa. | 144,202 | 140,000 | 23,000 | — | 144,003 | 41,254 | 11.4 | 50 | 35 | .... |
| Oct. 31,'70 | 6.00 | 100 | 17 | Pittsburg and Birmingham..Pa. | 132,615 | 100,000 | 10,600 | 52,248 | 84,200 | — | 12.0 | 50 | 44 | .... |
| Dec. 31,'68 | 6.88 | 92 | 16 | Portland .....Me. | 160,300 | 160,300 | — | 600 | 45,007 | 12,809 | 7. | 100 | 100 | .... |
| Oct. 31,'70 | 8.00 | 50 | 11 | Ridge Av. & Manayunk(Ph.)Pa. | 182,540 | 120,500 | 63,300 | 10,000 | 36,970 | — | 2.0 | 50 | 25 | .... |
| Sept. 30,'70 | 10.00 | 72 | 20 | Rochester and Brighton ...N.Y. | 91,626 | 60,000 | 20,000 | 7,208 | 34,015 | Loss. | — | 100 | 100 | .... |
| Sept. 30,'70 | 7.38 | 47 | 21 | Salem.....Mass. | 203,434 | 150,000 | 35,600 | 22,968 | 36,320 | Loss. | — | 100 | 100 | .... |
| Dec. 31,'70 | 3.49 | — | — | Schuylkill River (Phila.) ....Pa. | 47,463 | 50,000 | — | — | 5,000 | 5,000 | 10.0 | 50 | 5 | .... |
| Sept. 30,'70 | 16.00 | 672 | 100 | Second Avenue (N.Y. City)N.Y. | 1,959,777 | 888,100 | 1,100,000 | — | 570,583 | 93,991 | 2. | 100 | 100 | 85 |
| Dec. 31,'70 | 34.00 | 500 | 92 | 2d and 3d street (Phila.).....Pa. | 644,143 | 573,417 | 109,300 | — | 504,136 | 109,959 | 10.0 | 50 | 30 | 66½ |
| Dec. 31,'70 | 6.00 | 125 | 22 | 17th and 19th street (Phila.)..Pa. | 119,822 | 160,000 | — | — | 111,446 | 17,883 | 12.5 | 50 | 16 | .... |
| Sept. 30,'70 | 8.38 | 680 | 82 | Sixth Avenue (N.Y. City).N.Y. | 1,616,511 | 750,000 | 250,000 | 85,000 | 725,694 | 121,026 | 10. | 100 | 100 | .... |
| Sept. 30,'70 | 3.61 | — | — | Somerville (Boston).....Mass. | 75,000 | 75,000 | — | — | 4,500 | 4,500 | 6. | 100 | 100 | ... |
| Sept. 30,'70 | 6.43 | 280 | 43 | South Boston .....Mass. | 418,891 | 400,000 | — | 13,283 | 200,996 | 35,061 | 9½ | 100 | 100 | .... |
| Sept. 30,'70 | 7.25 | 280 | 43 | South Brooklyn & Park....N.Y. | 204,000 | 150,000 | 50,000 | 13,500 | 10,795 | 270 | — | 100 | 100 | .... |
| Sept. 30,'70 | 2.47 | 25 | 4 | Springfield .....Mass. | 56,542 | 50,000 | — | 5,255 | 4,527 | 70 | — | 100 | 100 | .... |
| Sept. 30,'70 | 2.50 | 16 | 5 | Stoneham street (Boston)..Mass | 40,044 | 33,000 | — | — | 11,907 | 408 | — | 100 | 100 | .... |
| Sept. 30,'70 | 2.07 | 20 | 6 | Syracuse and Geddes.....N.Y. | 25,978 | 25,000 | 25,000 | — | 15,729 | 6,290 | 3½ | 100 | 100 | .... |
| Sept. 30,'70 | 5.86 | 10 | 4 | Syracuse and Onondaga ...N.Y. | 38,600 | 37,000 | — | — | 11,737 | 2,004 | 2½ | 100 | 100 | .... |
| Oct. 31,'69 | 8.33 | 200 | 23 | 10th & 11th sts. Citizen's Ph.)Pa. | 179,625 | 192,750 | — | — | 240,293 | 81,318 | 36½ | 50 | 20 | .... |
| Sept. 30,'70 | 18.00 | 1507 | 219 | Third Avenue (N. Y. City).N.Y. | 2,925,109 | 1,170,000 | 1,680,000 | 75,000 | 1,432,738 | 177,250 | 16 | 100 | 100 | .... |
| Dec. 31,'70 | 7.60 | 180 | 31 | 13th and 15th streets (Phila.).Pa. | 997,700 | 997,700 | ..... | ..... | 215,078 | 62,061 | *5.5 | 50 | 50 | 21½ |
| Dec. 31,'70 | 3.60 | .... | ... | Trenton.....N.J. | 42,613 | 34,000 | 6,500 | 2,113 | 11,077 | 1,347 | — | 100 | 100 | .... |
| Sept. 30,'70 | 6.50 | 32 | 5 | Troy and Albia.....N.Y. | 73,721 | 44,700 | 34,960 | 1,673 | 14,044 | 2,054 | — | 100 | 100 | .... |
| Sept. 30,'70 | 12.44 | 54 | 22 | Troy and Lansingburg.....N.Y. | 305,410 | 250,000 | 85,000 | 72,100 | 154,495 | 10,534 | — | 100 | 100 | .... |
| Sept. 30,'70 | 4.75 | — | — | Troy and Cohoes.....N.Y. | 70,000 | 50,000 | — | leas. t | oTroy& | Lansb. | — | 100 | 100 | .... |
| Dec. 31,'70 | 27.00 | 537 | 96 | Union (Phila.).....Pa. | 804,213 | 400,000 | 300,000 | — | 497,452 | 115,013 | 6.0 | 50 | 20 | .... |
| Sept. 30,'70 | — | 514 | 84 | Union (Boston) .....Mass. | 349,851 | 200,000 | 105,200 | 48,427 | 366,380 | 16,447 | 8 | 100 | 100 | .... |
| Sept. 30,'70 | 15.50 | 85 | 20 | Utica, Clinton & Bingham.N.Y. | 311,239 | 121,400 | 200,000 | 1,800 | 101,853 | 13,587 | — | 100 | 100 | .... |
| Sept. 30,'70 | 2.50 | 20 | 6 | Van Brunt st (Brooklyn)..N.Y. | 87,000 | 75,000 | 18,000 | — | 19,250 | 2,458 | — | 100 | 100 | .... |
| Sept. 30,'70 | 2.61 | 8 | 2 | Waltham and Newtown..Mass. | 26,845 | 14,750 | — | 19,049 | 7,887 | Loss | — | 100 | 100 | .... |
| Sept. 30,'70 | 15.50 | 162 | 31 | Watervliet (Albany) .....N.Y. | 317,279 | 240,000 | 130,000 | — | 107,889 | 19,991 | 6 | 100 | 100 | .... |
| Dec. 31,'68 | 5.80 | — | — | West Hoboken .....N.J. | 100,000 | 40,000 | 60,000 | — | — | — | — | 100 | 100 | .... |
| Oct. 31,'70 | 13.50 | 402 | 65 | West Philadelphia.....Pa. | 556,938 | 400,000 | 100,000 | — | 376,444 | 57,813 | 10.0 | 50 | 50 | .... |
| Dec. 31,'70 | 4.56 | 14 | 6 | Wilkesbarre and Kingston...Pa. | 94,833 | 100,000 | — | — | 27,714 | 785 | — | 50 | 50 | .... |
| Oct. 31,'70 | 2.40 | 13 | 8 | Williamsport .....Pa. | 38,580 | 15,600 | 5,000 | 41,489 | 9,530 | — | — | 25 | 25 | .... |
| Oct 31,'70 | 2.25 | — | — | Winnisimmet (Boston)....Mass. | 62,152 | 52,900 | — | — | 8 800 | 3,010 | 4 | 100 | 100 | .... |
| Oct. 31,'70 | 3.55 | 40 | 16 | Worcester .....Mass. | 46,205 | 40,000 | 20,000 | 8,026 | — | Loss. | — | 100 | 100 | .... |

## PASSENGER RAILROAD BONDS.

| Companies. | Amount outstanding. | Interest. Rate. | Interest. Payable. | Principal Payable. | Annual Price. |
|---|---|---|---|---|---|
| | $ | pc | | | |
| Albany: | | | | | |
| 1st Mortgage..... | 40,000 | 7 | J.& J. | 18— | .... |
| Bleecker St. & Fulton Ferry: | | | | | |
| 1st Mortgage..... | 694,000 | 7 | J.& J. | 187. | .... |
| Broadway (Brooklyn): | | | | | |
| 1st Mortgage..... | 100,000 | 7 | J.& J. | 1881 | .... |
| Broadway and 7th Avenue: | | | | | |
| 1st Mortgage.....1, | 500,000 | 7 | J.&D. | 1884 | ... |
| Brooklyn, Bath & Coney I.: | | | | | |
| 1st Mortgage..... | 80,000 | 7 | J.& J. | 18— | .... |
| Brooklyn City: | | | | | |
| 1st Mortgage..... | 300,000 | 7 | J.& J. | 1882 | ... |
| Bklyn City, Hun.Pt.& P.P.: | | | | | |
| 1st Mortgage..... | 379,000 | 7 | M&N | 1878 | .... |
| Brooklyn and Jamaica: | | | | | |
| 1st Mortgage..... | 800,000 | 7 | J.& J. | 1890 | .... |
| Brooklyn City & Newtown: | | | | | |
| 1st Mortgage..... | 200,000 | 7 | J.& J. | 1875 | .... |
| Brooklyn & Rockaway B'ch: | | | | | |
| 1st Mortgage..... | 84,500 | 7 | J.& J. | 18— | .... |
| Buffalo street: | | | | | |
| 1st Mortgage..... | 341,500 | 7 | J.&D. | 1881 | .... |
| Cambridge (Boston): | | | | | |
| 1st Mortgage sinking fund | 150,000 | 6 | J.& J. | 1883 | .... |
| Central Park, N. & E.River: | | | | | |
| 1st Mortgage..... | 626,000 | 7 | J.& J. | 1874 | .... |
| Citizens' (Pittsburg): | | | | | |
| 1st Mortgage..... | 50,000 | 7 | J.& J. | 1879 | .... |
| Coney Island and Brooklyn: | | | | | |
| 1st Mortgage..... | 214,000 | 7 | J.& J. | 1873 | .... |
| D. Dock, E Bdw. & Battery: | | | | | |
| 1st Mortgage..... | 700,000 | 7 | J.& J. | 18— | .... |
| Eighth Avenue (N. Y.): | | | | | |
| 1st Mortgage..... | 203,000 | 7 | J.& J. | 18— | .... |
| 42d st.& G'd st. Ferry(N.Y.): | | | | | |
| 1st Mortgage..... | 160,000 | 7 | J.& J. | 1875 | .... |
| Real Estate..... | 65,000 | 7 | var. | var. | .... |
| Frankford and Southwark: | | | | | |
| 1st Mortgage..... | 187,500 | 7 | J.& J. | 1877 | .... |
| Germantown: | | | | | |
| 1st Mortgage..... | 250,000 | 7 | J.& J. | 1877 | .... |
| 2d mortgage . ..... | 250,000 | 7 | J.& J. | 1884 | .... |
| Green and Coates (Phila.): | | | | | |
| 1st Mortgage..... | 100,000 | 7 | J.& J. | 1878 | .... |
| Grand st. and Newtown: | | | | | |
| 1st Mortgage..... | 90,000 | 7 | J.& J. | 18— | .... |
| Harl. Br.,Morris'n & Fordh.: | | | | | |
| 1st Mortgage..... | 136,000 | 7 | J.& J. | 1877 | .... |
| Hestonv., Mantua & Fairm.: | | | | | |
| 1st Mortgage..... | 25,900 | 7 | J.& J. | 1874 | .... |
| Lombard and South st.(Ph.) | | | | | |
| 1st Mortgage..... | 62,500 | 7 | J.& J | 1883 | .... |
| Lynn and Boston: | | | | | |
| 1st Mortgage sinking fund | 50,000 | 7 | J.& J. | 1886 | .... |
| Malden and Melrose: | | | | | |
| 1st Mortgage, guaranteed. | 45,872 | 6 | A.&O | 1880 | ... |
| Middlesex (Boston | | | | | |
| 1st Mortgage sinking fund | 100,000 | 6 | J.&D. | 1884 | .... |
| Ninth Avenue (N. Y.): | | | | | |
| 1st Mortgage..... | 167,000 | 7 | J.& J. | 1876 | .... |
| Orange and Newark: | | | | | |
| 1st Mort. Broad street.... | 100,000 | 6 | J.& J. | 1880 | .... |
| 1st Mort. O. & N. R. R... | 100,000 | 6 | J.& J. | 1881 | .... |
| 2d Mort. O. & N. R. R... | 300,000 | 6 | J.& J. | 1883 | .... |
| Philadelphia City: | | | | | |
| 1st Mortgage..... | 200,000 | 6 | J.& J. | 1881 | .... |
| Philadelphia and Darby: | | | | | |
| 1st Mortgage..... | 57,000 | 7 | M&N | 1887 | .... |
| Pittsb., Allegh'y & Manch.: | | | | | |
| 1st Mortgage..... | 23,000 | 7 | A.&O | 1874 | .... |
| Quincy: | | | | | |
| Plain bonds..... | 66,424 | 6 | var | var. | .... |
| Ridge Av. and Manayunk: | | | | | |
| 1st Mortgage..... | 48,300 | 7 | J.& J. | 1880 | .... |
| 1st Mortgage..... | 15,000 | 6 | J.& J. | 1880 | .... |
| Salem: | | | | | |
| 1st Mortgage..... | 35,600 | 6 | J.& J. | 18— | .... |
| Second Avenue (N. Y.). | | | | | |
| 1st Mortgage.....1, | 100,000 | 7 | J.& J. | 1877 | .... |
| Second and Third st. (Ph.) | | | | | |
| 1st Mortgage..... | 83,700 | 7 | J.& J. | 1878 | .... |
| 2d Mortgage..... | 15,000 | 7 | A.&O | 1876 | .... |
| Sixth Avenue (N. Y.): | | | | | |
| 1st Mortgage..... | 250,000 | 7 | J.&D. | 1877 | .... |
| Syracuse and Geddes: | | | | | |
| 1st Mortgage..... | 25,000 | 7 | J.& J. | 18— | .... |
| Third Avenue (N. Y.): | | | | | |
| 1st Mortgage.....1 | 000,000 | 7 | J.& J. | 1875 | .... |
| Real estate..... | 500,000 | 7 | J.& J. | — | ... |
| Troy and Lansingburg: | | | | | |
| 1st Mortgage..... | 85,000 | 7 | A.&O | 1879 | ... |
| Union (Boston): | | | | | |
| Real estate mortgages.... | 105,000 | 6 | var. | var. | ... |
| Union (Phila.): | | | | | |
| 1st Mortgage..... | 300,000 | 7 | J.& J. | 1885 | ... |
| Utica, Clinton & Bingham. | | | | | |
| 1st Mortgage..... | 300,000 | 7 | J.& J. | 1887 | ... |
| Watervliet. | | | | | |
| 1st Mortgage..... | 130,000 | 7 | J.& J. | 1882 | ... |
| West Hoboken: | | | | | |
| 1st Mortgage..... | 61,000 | 7 | M&N | 1878 | .. |
| West Philadelphia: | | | | | |
| 1st Mortgage..... | 100,000 | 7 | J.&D. | 187. | 103½ |
| Worcester: | | | | | |
| 1st Mortgage..... | 20,000 | 6 | A.&O | 187. | ... |

# RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|---|---|---|---|
| Albany and Susq* 100 | $3,067,800 | J. & J. | Jan. '72 3½ |
| Allegheny Valley 50 | 2,256 350 | — & — | ---- ---- |
| Atlanta and West Point. 100 | 1,232,200 | J. & J. | July '71 4 |
| Atlantic and Gulf 100 | 3,691,200 | — & — | --- ------ |
| " " pref. 100 | 821,664 | J. & J. | July '71 3½ |
| Atlantic and St. Law* 100 | 2,494,900 | M. & S. | Sept. '71 2 |
| " " new 1870. 100 | 1,600,000 | — & — | ---------- |
| Avon, Geneseo & Mt. M.* 100 | 194,250 | A. & O. | Oct. '71 1½ |
| Baltimore and Ohio 100 | 13,151,962 | A. & O | Oct. '71 4 |
| Washington Br. 100 | 1,650,000 | A. & O. | Oct. '71 5 |
| Parkersburg Br. pref. 50 | 5,680 685 | — & — | --- ------ |
| Berkshire* 100 | 600,000 | J. A J &O | Jan. '72 1½ |
| Bloesburg & Corning.* 50 | 250,000 | J. & D. | Dec. '71 2½ |
| Boston and Albany 100 | 19,150,800 | M. & N. | Nov. '71 5 |
| Bos., Clin. & Fitchb. pref. 100 | 633,200 | — & — | ---------- |
| Agricultural Br. guar. 100 | 60,000 | J. & J. | July '71 3 |
| Bost., Conc. & Mont.* pref 100 | 800,000 | M. & N. | Nov. '71 3 |
| Boston and Lowell 500 | 2,215,000 | J. & J. | Jan. '72 4 |
| Boston and Maine 100 | 4,471,275 | M & N. | Nov. '71 5 |
| Boston and Providence 100 | 3,700,000 | M & N. | Nov. '71 5 |
| Buffalo, N. Y. and Erie* 100 | 980,000 | J. & D. | Dec. '71 3½ |
| Burlington and Mo. Riv. 100 | 1,380,000 | J. & J. | Jan. '72 4 |
| " " pref. 100 | 1,083,400 | J & J. | Jan. '72 4 |
| Camden and Amboy* 100 | 5,847,800 | J A J.O. | Jan. '72 7 |
| Camden and Atlantic 50 | 377,100 | — & — | ---------- |
| " " pref. 50 | 752,700 | — & — | ---------- |
| Cape Cod 60 | 915,577 | J & J. | Jan. '72 $2½ |
| Cape May and Millville* 50 | 447,000 | J & D. | Dec. '71 3 |
| Catasauqua & Fogelsv. 50 | 426,900 | Novemb. | Nov. '71 6 |
| Catawissa* 50 | 1,159,500 | — & — | ---------- |
| " pref. 50 | 2,200,000 | M. & N. | Nov. '71 3½ |
| Cayuga and Susq.* 50 | 589,110 | J. & J. | July '71 4½ |
| Cedar Rapids & Mo. R.* 100 | 6,850,400 | F. & A. | Aug. '71 1½ |
| " " pref. 100 | 769,600 | F. & A. | Aug. '71 3½ |
| Central of Georgia 100 | 4,666,800 | J. & D | Dec. '71 5 |
| Central of New Jersey 100 | 15,000,000 | J.A.J&O. | Jan. '72 3½ |
| Central Ohio* 50 | 2,425,000 | J. & D. | Dec. '71 3 |
| " pref 50 | 400,000 | J. & D. | Dec. '71 3 |
| Chemung* 100 | 380,000 | J.A.J&O | Jan. '72 1½ |
| Cheshire, preferred 100 | 2 100,000 | J. & J. | Jan. '72 2 |
| Chicago and Alton 100 | 8,925,500 | M. & S. | Mar. '72 5 |
| " " pref. 100 | 2,425,400 | M. & S. | Mar. '72 5 |
| Chicago, Burl. & Quincy. 100 | 20,000,000 | M. & S. | Mar. '72 5 |
| Chicago, Iowa & Nebras* 100 | 3,916,300 | J. & J. | Jan. '72 5 |
| Chicago & N. Western. 100 | 14,720,959 | J. & D. | June '71 5 |
| " " pref. 100 | 20,415,013 | J. & D. | Dec. '71 3½ |
| Chicago, R. I. & Pacific. 100 | 19,000,000 | A. & O. | Oct. '71 4 |
| Cin, Ham. & Dayton* 100 | 3,500,000 | A. & O. | Oct. '71 4 |
| Cin., Sand. and Clev.* 50 | 2,967,800 | — & — | ---------- |
| " " pref. 50 | 428,646 | M. & N. | Nov. '71 3 |
| Clev., Col., Cin. & Ind. 100 | 13,914,000 | F. & A. | Feb. '72 3½ |
| Cleveland & Mahoning*. 50 | 2,057,569 | M. & N. | Nov. '71 3½ |
| Cleveland & Pittsburg*. 50 | 7,494,588 | F.M.AN | Feb. '72 2½ |
| Col., Chic. & Ind. Cen.* 100 | 13,000,000 | J.A J&O | Jan. '72 2½ |
| Columbus and Xenia* 5 | 1,785,800 | M.J.S.D. | Mar. '72 2 |
| Colum. & Hocking Val. 100 | 848,964 | — & — | ---------- |
| Concord 100 | 1,500,000 | M. & N. | Nov. '71 5 |
| Concord and Ports.* 100 | 350,000 | J. & J. | Jan. '72 3½ |
| Conn. & Passum p Riv. 100 | 2,084,200 | F. & A. | Feb. '72 3 |
| Connecticut River 100 | 1,700,000 | J. & J. | Jan. '72 5 |
| Cooperstown and Susq. 100 | 207,283 | — & — | ---------- |
| Cumberland Valley 50 | 1,325,000 | A. & O. | Oct. '71 4 |
| Danbury and Norwalk 50 | 400,000 | M.J.S.D. | Dec '71 4 |
| Delaware* 50 | 1,230,941 | J. & J. | Jan. '72 3 |
| Del., Lackaw. & Westn. 50 | 18,808,850 | J. & J. | Jan. '72 5 |
| Detroit & Milwaukee* 5 | 452,350 | — & — | ---------- |
| " " pref. 50 | 2,095,000 | J. & J. | Jan. '72 2 |
| Dubuque & Sioux City* 100 | 5,000,000 | J. & J. | Jan. '72 2 |
| East Pennsylvania* 50 | 1,309,200 | J. & J. | Jan. '72 4 |
| East Mahanoy* 50 | 392,950 | J. & J. | Jan. '72 3 |
| Eastern (Mass.) 100 | 4,062,600 | J. & J. | July '71 4 |
| Eastern (N. H.) 100 | 492,500 | J. & J. | July '71 4 |
| Elmira, Jef. & Canand* 100 | 500,000 | F. & A. | Feb. '72 2½ |
| Elmira & Williamsport* 50 | 500,000 | M. & N. | Nov. '71 2½ |
| " " pref. 50 | 500,000 | J. & J. | Jan. '72 3½ |
| Erie Railway 100 | 78,000,000 | F. & A. | Feb. '66 4 |
| " pref. 100 | 8,536,910 | ..... | Jan. '72 3½ |
| Erie and Pittsburg* 50 | 1,090,250 | M.J.S.D. | Dec. '71 1½ |
| Fitchburg 100 | 3,540,000 | J. & J. | Jan. '72 4 |
| Georgia 100 | 4,156,000 | J. & J. | Jan. '72 4 |
| Grand River Val.* guar 100 | 1,000,000 | — & — | ---------- |
| Grand Trunk, (Ca.) 100 | 14,367,946 | — & — | ---------- |
| Great Western, (Ca.) 100 | 19,237,404 | A. & O. | Oct. '71 2½ |
| Hannical & St. Joseph. 100 | 4,151,700 | F. & A. | Aug. '70 3½ |
| " " pref. 100 | 5,978,224 | Annual | Aug. '70 7 |
| Hanover Branch, (Pa.). 50 | 116,850 | M. & N. | Nov. '71 5 |
| Harlem Extension 100 | 4,000,000 | — & — | ---------- |
| Harrisburg & Lancaster* 50 | 1,182,500 | J. & J. | Jan. '7 23½ |
| Hartford & New Haven. 100 | 3,300,000 | J.A. J.O. | Jan. '72 3 |
| " " scrip. 50 | 1,600,000 | J.A. J.O. | Jan. '72 3 |
| Housatonic, pref. 100 | 1,180,000 | J. & J. | Jan. '72 5 |
| Huntingdon & B'd Top. 50 | 616,000 | — & — | ---------- |
| " " pref. 50 | 218,350 | J. @ J. | July '68 3½ |
| Illinois Central 100 | 25,280,240 | F. & A. | Feb. '72 5 |
| Indianapolis, Cin. & Laf. 50 | 7,685,497 | M. & S | Sept. '67 4 |
| Iowa Falls & Sioux City* 100 | 4,625,000 | — & — | ---------- |
| Jeffersonv., Mad. & Ind. 100 | 2,000,000 | J. & J. | Jan. '66 5 |
| Joliet and Chicago*. 100 | 1,500,000 | J.A. J.O. | Jan. '72 1½ |
| Joliet & North. Indiana* 100 | 300,000 | J. & J. | Jan. '72 4 |
| Lake Shore & Mich. So. 100 | 34 446,500 | F. & A. | Feb. '72 4 |
| " " (guar.). 100 | 533,500 | F. & A. | Aug. '71 5 |
| Lawrence* 50 | 260,200 | — & — | ---------- |
| Leeds and Farmington* 100 | 600,000 | J. & J. | Jan. '72 3 |
| Lehigh & Susquehanna. 50 | 8,739,800 | M & N. | May '67 5 |
| Lehigh Valley 50 | 18,159,400 | J.A. J.O. | Jan. '72 2½ |

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|---|---|---|---|
| Little Miami.* 50 | $5,871,450 | J.A. J.O. | Jan. '72 2 |
| Little Schuylkill* 50 | 2,646,100 | J. & J. | Jan. '72 3½ |
| Long Island 50 | 3,000,000 | M. & S. | Sept. '71 3 |
| Louisv., Cin. and Lex. 50 | 1,623,483 | J. & J | July '69 3 |
| " " pref. 100 | 848,700 | J. & J. | Jan. '72 4½ |
| Louisville & Nashville. 100 | 8,680,912 | F. & A. | Feb. '72 4 |
| Louisv., N. Alb. & Chi. 100 | 3,000,000 | J. & D. | Dec. '70 3 |
| Lowell and Lawrence 100 | 200 000 | A. & O. | Oct. '71 3 |
| Lykens Valley 20 | 600,000 | F.M.AN | Feb. '72 2½ |
| Macon and Western 100 | 2,500,000 | J. & D. | Dec. '71 5 |
| Maine Central 100 | 3,400,500 | — & — | ---------- |
| Manchester and Law. 100 | 1,000,000 | M. & N. | Nov. '71 5 |
| Marietta & Cincinnati 50 | 1,372,891 | — & — | ---------- |
| " " 1st pref. 50 | 8,130,719 | M. & S. | Sep. '66 3s |
| " " 2d pref. 50 | 4,460,368 | M. & S. | Sep. '66 3s |
| Massawippi* 100 | 400,000 | F. &. A. | Feb. '72 3 |
| Memphis & Charleston* 25 | 5,312,725 | J. & D. | Jan. '69 3 |
| Michigan Central 100 | 14,665,848 | J. & J. | Jan. '72 5 |
| Mill Creek & Minehill*. 50 | 323,375 | J. & J. | Jan. '72 5 |
| Milwaukee and St. Paul. 100 | 11,822,878 | J. & J. | Dec. '70 7s |
| " " pref. 100 | 10,825,103 | January. | Feb. '72 7 |
| M. Hill & Scnuyl. Hav.* 50 | 3,856,450 | J. & J. | Jan. '72 4 |
| Morris and Essex* 50 | 11,900,950 | J. & D. | Dec. '71 3½ |
| Nashua and Lowell 100 | 720,000 | M. & N. | Nov. '71 5 |
| Naugatuck 100 | 1,864,400 | F. & A. | Feb. '71 5 |
| Nesquehoning Valley* 50 | 1,000,000 | M. & S. | Mar. '72 5 |
| Newark and N. York* 100 | 977,400 | J. & J. | Jan. '72 3½ |
| N. Bedford & Taunton. 100 | 600,000 | M. & N. | July '71 4 |
| N. Castle & Beaver Val.* 50 | 1,800,000 | J. & J. | Aug '69 12s |
| N Haven & Northamp. 100 | 665,000 | J.A. J.O. | Jan. '72 2½ |
| New Jersey* 100 | 7,295,200 | J.A. J.O. | Jan. '72 7 |
| New London Northern* 100 | 1,003,500 | J. & J. | Jan. '72 4 |
| N.Y. Cen. & Hudson R. 100 | 45,000,000 | A. & O | Oct. '71 4 |
| " " Certif. 100 | 44,428 330 | A. & O. | Oct. '71 4 |
| New York and Harlem. 100 | 8,500,000 | J. & J. | Jan. '72 4 |
| " " pref. 100 | 1,500,000 | J. & J. | Jan. '72 4 |
| N. York & New Haven. 100 | 9,000,000 | J. & J. | Jan. '72 5 |
| N. Y., Provid. & Boston. 100 | 2,000,000 | J. & J | Jan. '72 4 |
| Niag. Bridge & Canand* 100 | 1,000,000 | J. & J | Jan. '72 3 |
| North Carolina* 100 | 4,000,000 | irregular. | July '71 5 |
| N. Eastern (N.C.) pref. 100 | 111,000 | M. & N. | May '67 4 |
| North Pennsylvania 50 | 3,150,150 | January. | Jan. '72 5s |
| Northern Central 50 | 5,000,000 | M. & N. | Nov. '71 3 |
| Northern N. Hampsh. 100 | 3,068,400 | J. & D. | Dec. '71 4 |
| Northern New Jersey* 100 | 1,000,000 | J. & J. | Jan. '72 4 |
| Norwich & Worcester* 100 | 2,364,400 | F. & A. | Jan. '72 5 |
| Ogdensb. & L. Champl.* 100 | 3,051,800 | J. & J. | Jan. '71 3½ |
| " " pref. 100 | 2,000,000 | A. & O. | Oct. '71 4 |
| Ohio and Mississippi 100 | 19,995,847 | — & — | ---------- |
| " " pref. 100 | 4,024,474 | J. & D. | Dec. '71 3½ |
| Oil Cr. & Allegheny R. 50 | 4,259,450 | J.A. J.O. | Jan. '72 2½ |
| Old Colony & Newport. 100 | 4,959,020 | J. & J. | Jan. '72 3 |
| Oswego and Syracuse* 100 | 482,400 | F. & A. | Feb. '72 4 |
| Pacific of Missouri 100 | 3,635,750 | — & — | ---------- |
| Panama 100 | 7,000,000 | J.A. J.O. | Jan. '72 3 |
| Paterson and Hudson* 100 | 630,000 | J & J. | Jan. '72 4 |
| Paterson and Newark* 100 | 500,000 | J. & J. | ---------- |
| Paterson and Ramapo* 100 | 248,000 | J. & J. | Jan. '72 4 |
| Pember. & Hightstown*. 50 | 342,150 | J. & J. | Jan. '71 3 |
| Pennsylvania 50 | 39,500,000 | M. & N. | Nov. '71 5 |
| Peoria & Bureau Val.* 100 | 1,200,000 | F. & A. | Feb. '72 4 |
| Philadelphia and Erie*. 50 | 6,004,300 | J. & J. | ---------- |
| " " pref. 50 | 2,400,000 | J & J. | Jan. '72 4 |
| Phil., Ger. & Norristwn* 50 | 1,626,250 | M.J. S.D. | Mar. '72 3 |
| Philadelphia & Reading 50 | 30,401,600 | J. & J. | Jan. '72 5 |
| Phila. and Trenton* 100 | 1.259,100 | J.A. J.O. | Jan. '72 7 |
| Phila., Wil. & Balt. 50 | 9,562,650 | J. & J. | Jan. '72 4 |
| Pittsb., Ft. W. & Chi.* 100 | 19,714,285 | J A. J.O. | Jan. '72 1½ |
| " Special Imp. 100 | 2,000 000 | J.A. J.O. | Apr. '72 1½ |
| Pittsfield & N. Adams. 100 | 410,000 | J. & J. | Jan. '72 3 |
| Portland and Kennebec. 100 | 616,700 | J. & J. | Jan. '72 3 |
| Yarmouth certificates. 100 | 202,400 | A. & O. | Oct. '71 3 |
| Portl., Saco & Portsm. 100 | 1,500,000 | J. & J. | Jan. '72 5 |
| Providence & Worces. 100 | 2,000,000 | J. & J. | Jan. '72 5 |
| Raleigh and Gaston 100 | 1,500,000 | J. & J. | July '71 6 |
| Rensselaer & Saratoga* 100 | 6,000,000 | A. & O. | Jan. '72 3½ |
| Roch. & Genesse Val.* 110 | 557,500 | — & — | ---------- |
| Rome, Watert. and Ogd. 100 | 2,997,800 | J. & J. | Jan '72 3 |
| Rutland* 100 | 2,700,000 | — & — | ---------- |
| " preferred 100 | 4,300,000 | F. & A. | Feb. '72 3½s |
| St. Croix and Penobscot. 100 | 100,000 | J. & J. | July '71 2 |
| St. L., Alt. & T. Haute. 100 | 2,300,000 | — & — | ---------- |
| " " " pref. 100 | 2,040,000 | May. | May '68 7 |
| Saratoga and Schenec.* 100 | 300,000 | A. & O. | Oct. '71 3½ |
| Schuylkill Valley* 50 | 576,050 | J. & J. | Jan. '72 5 |
| Seaboard and Roanoke. 100 | 1,151,400 | M. & N. | Nov. '70 4 |
| Shamokin V. & Pottsv.* 50 | 869,450 | F. & A. | Aug. '71 3 |
| Shore Line* 100 | 995,800 | J. & J. | Jan. '72 5½ |
| South Branch (N. J.)* 100 | 438,300 | J. & J. | Jan. '72 3 |
| South Carolina 100 | 5,819,275 | F. & A. | Feb '72 1 |
| South Western, (Ga.) * 100 | 3,939,900 | F. & A. | Feb. '72 4 |
| Staten Island 100 | 660,000 | J. & J. | July '67 4 |
| Stockbridge and Pitts.* 100 | 448,700 | J. & J. | Jan. '72 3½ |
| Stony Brook* 100 | 267,300 | M. & N. | Nov. '71 3 |
| Summit Branch* 50 | 250,000 | F. & A. | Feb. '72 3 |
| Sussex (N. J.) 100 | 317,850 | J. & J. | Jan. '72 2½ |
| Syr., Bingham. & N.Y.* 100 | 1,670,139 | — & — | ---------- |
| Taunton Branch 100 | 500,000 | J. & J. | Jan. '72 4 |
| Terre Haute & Indiana. 100 | 1,988,150 | J. & J | Jan. '72 6 |
| Tol., Peo. & War. 1st pref. 100 | 1,700,000 | — & — | Jn. '70 11-4s |
| Tol., Wab. & West. pref. 100 | 1,000,000 | M. & N. | May '70 3½ |
| Troy and Greenbush* 100 | 274,400 | J. & D. | Dec. '71 3½ |
| Utica and Black River 100 | 1,666,000 | J. & J. | Jan. '72 3 |
| Vermont and Canada* 100 | 2,500,000 | J. & D. | Dec. '71 4 |
| Vermont and Mass. 100 | 2,860,000 | J. & J. | July '71 2 |

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|---|---|---|---|
| Warren (N. J.) 100 | $1,800,000 | J. & D. | Dec. '71 3½ |
| Warwick Valley 100 | 225,000 | A. & O. | Oct. '71 2½ |
| West Jersey 100 | 1,209,000 | F. & A. | Feb. '72 4 |
| Winchester & Potomac* 100 | 180,000 | J. & J. | Jan. '72 3 |
| Winchester & Strasburg* 100 | 500,000 | J. & J. | Jan. '72 3½ |
| Worcester and Nashua. 75 | 1,400,555 | J. & J. | Jan. '72 $5 |
| **HORSE-POWER R. R.** | | | |
| Albany City 100 | 110,300 | — & — | ---- ---- 2½ |
| Baltimore City 100 | 800 000 | J. & J. | Jan '72 1 |
| Bleecker st. & F Fy. (N Y) 100 | 900,000 | — & — | ---------- |
| Boston and Chelsea 100 | 110,000 | A. & O. | Oct. '71 4 |
| Broadway (Brooklyn) 100 | 200,000 | J.A. J.O. | Oct '71 3 |
| Broadw. & 7th Av. (N Y) 100 | 2,100,000 | J. & D. | Jun. '70 |
| Brooklyn City 100 | 1,500,000 | F.A.M.N | Nov. '71 3 |
| Brooklyn City & Newt. 100 | 600,000 | J. & J. | July '70 3½ |
| Brooklyn and Jamaica 100 | 488 100 | — & — | ---------- |
| Bushwick (Brooklyn) 100 | 302,000 | J. & J. | July '71 3½ |
| Cambridge 100 | 727,800 | A. & O. | Oct. '71 4½ |
| Cen. Park, N. & E. Riv. 100 | 1,068,400 | A. & O. | Oct. '67 2½ |
| Citizens' (Phil.) 50 | 500,000 | J. & J. | Jan. '72 7 |
| Citizens' (Pbg.) 50 | 200,000 | M. & N. | Nov. '71 7 |
| Coney Island & Brooklyn 100 | 500,000 | — & — | ---------- |
| D. Dock, E. B'dw. & Bat. 100 | 1,200,000 | F.M.A.N | Nov. '71 2 |
| Eighth Avenue (N.Y.) 100 | 1,000 000 | J.A. J.O. | Oct. '71 3 |
| Elizabeth and Newark 100 | 200,000 | — & — | ---------3 |
| 42nd St. & G. St. Ferry 100 | 748,000 | M. & N. | Nov. '71 5 |
| Frankf. & Southw. (Ph.) 50 | 491,750 | J. & J. | Jan. '72 3 |
| Germantown (Ph.) 50 | 1,000.000 | J. & J. | Jan. '72 3 |
| Girard College (Ph.) 50 | 500,000 | J. & J. | July '71 3 |
| Grand St. and Newton 100 | 170,000 | J. & J. | July '71 2 |
| Green & Coates St. (Ph.) 50 | 500,000 | J. & J. | Jan '72 4 |
| Heston, Mantau & Fairm. 50 | 2,050,000 | J. & J. | Jan. '72 1½ |
| Lomb. & South Sts. (Ph.) 25 | 105,000 | A. & O. | Oct. '71 6 |
| Lynn and Boston 100 | 200 000 | — & — | ---------- |
| Malden and Melrose 100 | 200,000 | — & — | ---------- |
| Metropolitan (Boston) 100 | 1,250,000 | J. & J. | Jan. '72 5 |
| Middlesex (Boston) 100 | 400,000 | A. & O. | Oct. '71 3 |
| Ninth Avenue (N. Y.) 100 | 797,320 | — & — | ---------- |
| Orange and Newark 100 | 282,555 | — & — | ---------- |
| Philadelphia City 50 | 750,000 | J. & J. | July '71 3 |
| Philadelphia and Darby 20 | 200,000 | J & J. | July '71 2 |
| Phila. and Grey's Ferry 50 | 284,775 | J. & J. | Jan. '72 3 |
| Pbg, Alleg. & Manchester 50 | 200,000 | M. & N. | Nov. '69 8 |
| Second Avenue (N.Y.) 100 | 888,100 | J.A. J.O. | July 71 2½ |
| Second & Third St. (Ph.) 50 | 962,100 | J. & J. | Jan. '72 5 |
| 17th & 19th streets (Ph.) 50 | 500,000 | J. & J. | July '71 2 |
| Sixth Avenue (N. Y.) 100 | 750,000 | M. & N. | May '71 5 |
| Third Avenue (N. Y.) 100 | 1,170,000 | F.M.A.N | Aug. '71 4 |
| 13th & 15th street (Ph.) 50 | 1,000,000 | J. & J. | July '71 2 |
| Somerville (Boston) 100 | 75,000 | M. & N. | Nov. '71 3 |
| South Boston 100 | 400,000 | J.A. J.O. | Jan. '72 2½ |
| Union (Boston) 100 | 200,000 | M. & N. | Nov. '71 4 |
| Union (Phila.) 50 | 400,000 | J. & J. | Jan. '72 5 |
| West Philadelphia 50 | 400,000 | J. & J. | Jan. '72 7 |
| **CANALS.** | | | |
| Chesapeake & Delaware 50 | 1,983,563 | J. & D. | Dec. '71 3 |
| Chesapeake and Ohio 25 | 8,229,594 | — & — | ---------- |
| Delaware Division 50 | 1,633,350 | F. & A. | Feb. '72 4 |
| Delaware and Hudson 100 | 15 000.000 | F. & A | Feb. '72 5 |
| Delaware and Raritan* 100 | 5,847,400 | J.A. J.O. | Jan. '72 7 |
| Erie of Pennsylvania 50 | 64,000 | — & — | ---------- |
| Lehigh Coal & Navigat. 50 | 8,739,800 | M. & N. | May '67 3 |
| Monongahela Navigat. 50 | 1,003,500 | J. & J. | July '71 5 |
| Morris (consolidated) 100 | 1,025,000 | F. & A. | Feb. '72 2 |
| " (preferred) 100 | 1 175,000 | F. & A. | Feb. '72 5 |
| Pennsylvania 50 | 4,337,950 | — & — | ---------- |
| Schuyl. Nav. (common)* 50 | 1,908,207 | F. & A. | Feb '72 25c |
| " " (pref.) 50 | 2.888,977 | F. & A. | Feb '72 50c |
| Susq. and Tide Water 50 | 2,002,746 | — & — | ---------- |
| Union 50 | 2,907,850 | — & — | ---------- |
| " preferred 50 | | — & — | ---------- |
| W. Branch and Susq. 50 | 1,100,000 | J. & J. | Jan. '65 – |
| **MISCELLANEOUS.** | | | |
| Adams Express 100 | 10,000,000 | M.J. S.D. | Mar. '72 2 |
| American Coal 25 | 1,500,000 | M. & S. | Mar. '72 3 |
| Am. Merch. Union Exp. 100 | 18,000,000 | J. & J. | Jan. '72 3 |
| Ashburton Coal 50 | 2,500,000 | J. & D. | Dec. '66 4 |
| Atlantic Mail Steamship 100 | 4,000,000 | M.J. S.D. | Dec. '67 2½ |
| Brunswick City 100 | 1,000,000 | — & — | ---------- |
| Butler Coal 25 | 500,000 | J. & D. | Dec '69 85c |
| Canton 16½ | 731,250 | — & — | ---------- |
| Consolidation (Md.) Coal. 100 | 10,250,000 | J. & D. | Dec. '71 4 |
| Cumberland Coal & Iron. 100 | 500,000 | — & — | ---------- |
| Maryland Coal 100 | 4,400,000 | J. & D. | Dec. '70 3 |
| Mariposa Gold 100 | 2,836,600 | — & — | ---------- |
| " pref 100 | 8,693,400 | — & — | ---------- |
| " certif 100 | 2,324,000 | J. & J. | ---------- |
| Pacific Mail Steamsh p. 100 | 20,000,000 | M.J. S.D. | Sep. '69 3 |
| Pacific and Atlantic Tel. 25 | 3,000,000 | ---------- | ---------- 2½ |
| Pennsylvania Coal 50 | 4,000,000 | F.M.A.N | Feb. '72 5 |
| Pullman Palace Car 100 | 4,000,000 | F.M.A.N | Feb. '71 5 |
| Quicksilver, common 100 | 5,700,000 | — & — | ---------- |
| " preferred 100 | 4,300,000 | — & — | ---------- |
| Spring Mountain Coal 50 | 1,250,000 | J. & J. | Jan. '72 5 |
| Spruce Hill Coal 10 | 1,000 000 | — & — | ---------- |
| Union Trust 100 | 1,000,000 | J. & J. | Jan. '72 5 |
| United States Express 100 | 6,000,000 | F.M.A.N | Nov. '692½ |
| United States Trust 100 | 1,500,000 | J. & J. | July '71 5 |
| Wells-Fargo & Co. Exp 100 | 5,000,000 | J. & J. | Jan. '72 3 |
| West. Union Telegraph. 100 | 35,000,000 | J. & J. | July '70 2 |
| Wilkesbarre Coal 100 | 3,400,000 | M. & N. | Nov. 695 |
| Wyoming Valley Coal 100 | 1,250,000 | F. & A. | Aug. 66 |

# NATIONAL AND STATE SECURITIES.

| | Amounts outstanding. | Interest. Rate. | Interest. Payable. | When Payable. | Market Price. |
|---|---|---|---|---|---|
| **National Securities Mar. 1, 1872.** | | | | | |
| Loan of June 14, 1858 .....registered | $6,045,000 | 5 | Jan. & July. | 1874 | 109½ |
| .. .. .. .....coupon | 13,955,000 | 5 | " " | 1874 | 110 |
| Loan of February 8, 1861 .....registered | 13,731,000 | 6 | Jan. & July. | 1880 | 114¾ |
| .. .. .. .....coupon | 4,684,000 | 6 | " " | 1880 | 115¾ |
| Oregon War Bonds of March 2, 1861...coupon | 945,000 | 6 | Jan. & July. | 1881 | 109½ |
| Loan of July 1, and Aug. 3, 1861.....registered | 125,137,100 | 6 | Jan. & July | 1881 | 114¾ |
| .. .. .. .. .....coupon | 64,184,100 | 6 | " " | 1881 | 115¾ |
| Loan of Feb. 25, 1862 (5-20s).....registered | 41,678,800 | 6 | May & Nov. | 1882 | 111½ |
| .. .. .. (5-20s).....coupon | 305,838,350 | 6 | " " | 1882 | 111½ |
| Loan of March 3, 1863.....registered | 53,383,100 | 6 | Jan. & July. | 1881 | 114¾ |
| .. .. .....coupon | 21,616,900 | 6 | " " | 1881 | 115¾ |
| Loan of March 3, 1864 (5-20s).....registered | 2,476,500 | 6 | May & Nov. | 1884 | 111¾ |
| Loan of June 30, 1864 (5-20s).....registered | 40,682,350 | 6 | May & Nov. | 1884 | 111¾ |
| .. .. .. (5-20s).....coupon | 40,646,150 | 6 | " " | 1884 | 111½ |
| Loan of March 3, 1865 (5-20s).....registered | 42,677,350 | 6 | May & Nov. | 1885 | 111¾ |
| .. .. .. (5-20s).....coupon | 120,192,350 | 6 | " " | 1885 | 112½ |
| .. .. 2d series (5-20s).....registered | 63,844,100 | 6 | Jan. & July. | 1885 | 110½ |
| .. .. .. (5-20s).....coupon | 165,792,100 | 6 | " " | 1885 | 110¾ |
| .. .. 3d series (5-20s).....registered | 91,679,800 | 6 | Jan. & July. | 1887 | 111½ |
| .. .. .. (5-20s).....coupon | 229,295,450 | 6 | " " | 1887 | 111½ |
| .. .. 4th series (5-20s).....registered | 12,914,000 | 6 | Jan. & July. | 1888 | 112½ |
| .. .. .. (5-20s).....coupon | 26,352,000 | 6 | " " | 1888 | 112¾ |
| Loan of March 3, 1864, (10-40s)....registered | 138,091,900 | 5 | Mar. & Sept. | 1904 | 107¾ |
| .. .. .. (10-40s).....coupon | 56,475,400 | 5 | " " | 1904 | 107¾ |
| Consols of July 14, '70 & Jan. 20, '71.registered | 117,480,950 | 5 | F. M. A. & N. | 1881 | 109 |
| .. .. .. .. coupon | 50,351,450 | 5 | " " | 1881 | 109 |
| Consols .. .. .. .. registered | ..... | 4½ | F. M. A. & N. | 1886 | ... |
| .. .. .. .. coupon | ..... | 4½ | " " | 1886 | .... |
| Consols .. .. .. .. registered | ..... | 4 | F. M. A. & N. | 1901 | ... |
| .. .. .. .. coupon | ..... | 4 | " " | 1901 | .... |
| Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.) | 19,140 000 | 3 | ..... | Dem. | .... |
| Navy Pension Fund of July 23, 1868.....(cur.) | 14 000,000 | 3 | ..... | Irred. | .... |
| Certificates of Indebtedness 1870.....(cur.) | 678,000 | 4 | ..... | 1875 | .... |
| Pacific R. R. Bonds.....(currency) | 64,623,512 | 6 | Jan. & July. | '95-'99 | 114½ |
| U. S. Notes and Fractional Currency..... | 399,082,402 | *nil.* | ..... | ..... | .... |
| **State Securities, latest dates.** | | | | | |
| Alabama—State Bonds (original)..... | 168,000 | 5 | May & Nov. | 1872 | 66 |
| .. — .. .. (extended)..... | 2,414,800 | 5 | " " | '83-'86 | .... |
| .. — .. .. (sterling)..... | 688,000 | 6 | June 1. | 1870 | .... |
| .. — .. .. ( " extended).. | 82,500 | 6 | Jan. & July. | 1886 | .... |
| .. — .. .. ( " " ).. | 712,800 | 5 | " " | 1886 | .... |
| .. — .. .. (new)..... | 1,316,700 | 8 | " " | '86-'88 | 93 |
| Arkansas—State Bonds (refunded)..... | 3,000,000 | 6 | Jan. & July. | 1899 | 54 |
| .. — .. (Aid R. R's)..... | 3,000,000 | 7 | April & Oct. | 1900 | .... |
| California—Civil Bonds of 1857..... | 2,188,000 | 7 | Jan. & July. | 1877 | 112 |
| .. — .. .. 1860..... | 138,500 | 7 | " " | 1880 | .... |
| .. —Relief Fund Bonds of 1863..... | 424,500 | 7 | " | 1883 | .... |
| .. —Bounty Fund Bonds of 1864..... | 805,000 | 7 | " | 1884 | .... |
| .. —Central Pacific R. R. Loan of 1865 | 1,500,000 | 7 | " " | 1885 | ... |
| Connecticut—War Bonds, of 1861, (10-20s).. | | 6 | Jan. & July. | '81-'82 | 100¾ |
| .. — .. of 1863, (20s).. | | 6 | " " | 1883 | 100¼ |
| .. — .. of 1864, (10-20s).. | 5,927,000 | 6 | April & Oct. | 1884 | 101 |
| .. — .. of 1865, (20s) free.. | | 6 | " | 1885 | .... |
| .. — .. (various) registered | 867,500 | 6 | Various. | Var. | .... |
| Florida—State Bonds 1868..... | 300,000 | 6 | Jan. & July. | 1898 | .... |
| .. — .. .. 1869 ..... | 200,000 | 6 | " " | 1889 | .... |
| .. —Railroad Loans $16,000 per mile..... | ..... | 6 | ..... | ..... | .... |
| Georgia—W. & Atl. R. R. 1841 to 1844..... | 1,023,000 | 6 | Various. | '71-'74 | .... |
| .. — " " " 1842 to 1848..... | 273,000 | 7 | Various. | '72-'74 | 88 |
| .. —Atl. and Gulf R. R. 1858 to 1866..... | 800,000 | 6 | Feb. & Aug. | '78-'86 | 83½ |
| .. —Bonds (Act March 12, 1865)..... | 3,700,000 | 7 | Jan. & July. | 1886 | .... |
| Illinois—Interest Bonds of 1847..... | 980,696 | 6 | " " | 1877 | 100½ |
| .. — " Stock of 1857..... | 134,311 | 6 | " " | 1877 | .... |
| .. —Refunded Stock Bonds..... | 348,000 | 6 | " " | Var. | .... |
| .. —Normal University Bonds..... | 45,000 | 6 | " " | 1879 | .... |
| .. —Thornton Loan Bonds ..... | 103,000 | 6 | Mar. & Sept. | 1879 | .... |
| .. —War Loan Bonds ..... | 416,800 | 6 | Jan. & July. | 1879 | .... |
| Indiana—State Bonds..... | ..... | 5 | " " | 1866 | .... |
| .. —War Loan Bonds..... | 204,000 | 6 | May & Nov. | 1888 | .... |
| Iowa—War and Defense Bonds of 1861..... | 300,000 | 7 | Jan. & July. | 1881 | .... |
| Kansas—State Bonds ..... | 100,675 | 6 | " " | '83-'84 | .... |
| .. — .. ..... | 1,059,500 | 7 | " " | '76-'89 | .... |
| .. — .. military ..... | 176,000 | 7 | " " | 1889 | .... |
| Kentucky—State Bonds of 1841-'42..... | 913,000 | 6 | April & Oct. | '71-'72 | 99¾ |
| .. — .. .. of 1843 ..... | 160,000 | 5 | " " | 1873 | .... |
| .. — .. .. military..... | 309,300 | 6 | Various. | 1895 | ... |
| Louisiana—Charity Hospital..... | 86,000 | 5 | Mar. & Sept. | 1872 | .... |
| .. —State Bonds, general ..... | 750,000 | 6 | Jan. & July. | 1893 | 60 |
| .. —Railroad Bonds..... | 561,000 | 5 | Various. | 70-'79 | .... |
| .. — .. .. ..... | 2,052,000 | 6 | Various. | '93-'06 | 69 |
| .. —Levee Bonds 1865..... | 1,000,000 | 8 | Various. | 1886 | .... |
| .. — .. .. 1867..... | 4,000,000 | 6 | May & Nov. | 1907 | 62½ |
| .. — .. .. 1870..... | 3,000,000 | 8 | Mar. & Sept. | 1875 | 85 |
| .. —Funded coupons 1866 ..... | 997,300 | 6 | Jan. & July. | '86-'88 | .... |
| .. —Funded Floating Debt..... | 3,000 000 | 6 | May & Nov. | 1910 | 62 |
| .. —Ship Canal Bonds of 1869..... | 474,000 | 7.3 | Mar. & Sept. | 1899 | .... |
| .. —Penitentiary Bonds of 1869..... | 500,000 | 7 | " " | 1909 | .... |
| .. —N. La. & Tex. R. R. Bonds of 1869 | 546,000 | 8 | April & Oct. | 1909 | 92½ |
| Maine—State Bonds ..... | 301,000 | 6 | Various. | '75-'78 | .... |
| .. —War Loan of April 25, 1861 ..... | 800,000 | 6 | Various. | 1871 | .... |
| .. — .. .. of Jan. 31, 1863.....(cur.) | 525,000 | 6 | Mar. & Sept. | 1883 | 101½ |
| .. — .. .. of Mar. 26, 1863.....(cur.) | 475,000 | 6 | Feb. & Aug. | 1883 | .... |
| .. — .. .. of Mar. 19, 1864.....(cur.) | 2,832,500 | 6 | June & Dec. | 1889 | .... |
| .. —Municipal War Debts assumed..(cur.) | 3,084,400 | 6 | April & Oct. | 1889 | 102¾ |
| Maryland—Balt. & Ohio R. R Loans, Stg..... | 2,288,888 | 5 | J. A. J. & O. | 1890 | .... |
| .. — .. .. .. converted ..... | 448,500 | 5 | " " | 1880 | .... |
| .. —Ches. & Ohio Cur. Loans, Stg..... | 1,855,335 | 5 | " " | 1890 | .... |
| .. — .. .. .. converted | 1,687,345 | 5 | " " | 1890 | .... |
| .. — .. .. .. of 1834... | 1,403,146 | 6 | " " | 1870 | 97 |
| .. —Balt. & Susq. R. R. Loans..... | 269,000 | 3 | " " | 1890 | .... |
| .. — .. .. .. ..... | 429,000 | 6 | " " | 1890 | 100 |
| .. —Annapolis & Elkridge R.R. Loans | 95,420 | 6 | " " | 1889 | .... |
| .. —Susq. and Tide-Water Canal Stg.. | 773,000 | 5 | " " | 1865 | .... |
| .. — .. .. .. converted | 215,922 | 5 | " " | 1865 | .... |

| * Indicates that no interest is paid. | Amounts outstanding. | Interest. Rate. | Interest. Payable. | When Payable. | Market Price. |
|---|---|---|---|---|---|
| Maryland—Eastern Shore R. R. Loan..... | 20,131 | 5 | J. A. J. & O. | 1890 | .... |
| .. —Defense Loan Bonds..... | 3,651,398 | 6 | " " | 1883 | 105 |
| .. —Southern Relief Bonds..... | 100,000 | 6 | " " | 1873 | .... |
| Massachusetts—State Scrip ..... | 324,000 | 5 | Jan. & July. | '74-'75 | .... |
| .. — .. .. ..... | 275,000 | 5 | April & Oct. | '73-'74 | .... |
| .. — .. .. ..... | 320,000 | 5 | May & Nov. | '72-'80 | 98½ |
| .. — .. .. ..... | 133,000 | 6 | June & Dec. | '72-'77 | 108½ |
| .. —Union Fund Loan of 1861 .... | 3,000,000 | 6 | Jan. & July. | '71-'76 | .... |
| .. — .. .. of 1863 .... | 600,000 | 5 | " " | '77-'78 | .... |
| .. —Coast Defense Loan..... | 888,000 | 5 | " " | 1883 | .... |
| .. —Bounty Loan of 1863..... | 200,000 | 5 | " " | 1883 | 98½ |
| .. — .. of 1864..... | 4,379,500 | 5 | May & Nov. | 1894 | 99½ |
| .. — .. .. (stg.)..... | 4,000,744 | 5 | " " | 1894 | .... |
| .. —War Loan (cur. 5-20 yr.) ..... | 3,505,000 | 6 | Mar. & Sept. | 1886 | 100 |
| .. —Western R. R. Loan, (stg.).... | 761,816 | 5 | April & Oct. | 1871 | .... |
| .. —T. & G. R.R. & Hoosac T. stg. | 3,506,580 | 5 | " " | '88-'90 | 97½ |
| .. — .. .. .. ..... | 966,500 | 5 | " " | '91-'98 | 97½ |
| .. —Southern Vermont R. R..... | 200,000 | 5 | " " | 1890 | .... |
| .. —Eastern R. R..... | 50,000 | 5 | Jan. & July. | 1871 | .... |
| .. —Norwich & Worcester ..... | 400,000 | 6 | " " | 1877 | .... |
| .. —Bos., Hartf. & Erie (stg.) .... | 3,599,024 | 5 | " " | 1900 | .... |
| Michigan—Renewal Loan Bonds..... | 160,000 | 6 | " " | 1878 | .... |
| .. —Two Million Loan Bonds ..... | 1,621,000 | 6 | " " | '73-'83 | .... |
| .. —War and Bounty Loan Bonds..... | 478,000 | 7 | May & Nov. | 1890 | .... |
| .. —Sault St. Marie Canal Bonds ..... | 86,000 | 6 | Jan. & July. | 1879 | 100 |
| Minnesota—State Building Loan Bonds..... | 250,000 | 7 | Jan. & July. | '77-'79 | .. |
| .. —Sioux War Loan Bonds..... | 100,000 | 7 | May & Nov. | 1872 | .... |
| .. —*Railroad Loans Bonds..... | 2,275,000 | 7 | ..... | 1883 | .... |
| Mississippi—*State Bonds (for banks)..... | 2,000,000 | 6 | ..... | '41-'71 | .... |
| Missouri—State Bonds proper..... | 438,000 | 6 | Jan. & July. | 1883 | .... |
| .. —Interest Bonds of 1868..... | 2,727,000 | 6 | " " | 1888 | .... |
| .. —Railroad Loans..... | 13,112,000 | 6 | " " | '74-'90 | 95½ |
| .. —South Pacific, guar..... | 1,589,000 | 7 | " " | 1876 | 79 |
| .. —Hannibal and St. Joseph..... | 3,000,000 | 6 | " " | '73-'87 | 93 |
| Nebraska—(No Debt)..... | ..... | ... | ..... | ..... | .. |
| Nevada—State Loan Bonds..... | 500,000 | 15 | Jan. & July. | 1872 | ... |
| New Hampshire—War Loan of July 1, 1861.. | 899,200 | 6 | " " | '71-'78 | 100½ |
| .. — .. of Sept. 1, 1864.. | 600,000 | 6 | Mar. & Sept. | '84-'89 | 100½ |
| .. — .. of Oct. 1, 1865.. | 1,000,000 | 6 | April & Oct. | '71-'74 | 100½ |
| New Jersey—War Loan of 1861 (free)..... | 1,299,900 | 6 | Jan. & July. | '71-'84 | .... |
| .. — .. of 1863 (free)..... | 1,002,900 | 6 | " " | '86-'96 | 105½ |
| .. — .. of 1864..... | 593,400 | 6 | " " | '97-'02 | .... |
| New York—Bounty Fund Stocks..... | 1,478,000 | 7 | " " | 1877 | 107½ |
| .. — .. Bonds..... | 21,089,000 | 7 | " " | 1877 | 107½ |
| .. —General Fund Stocks..... | 1,910,082 | 6 | J. A. J. & O. | pleas. | .... |
| .. — .. .. ..... | 800,000 | 6 | " " | 1878 | 101 |
| .. — .. .. ..... | 348,000 | 5 | " " | pleas. | .... |
| .. — .. .. ..... | 900,000 | 5 | " " | 1875 | 106½ |
| .. —Canal Fund Stocks..... | 2,257,900 | 6 | J. A. J. & O. | 1872 | 106 |
| .. — .. ..... | 5,150,100 | 6 | " " | 1873 | 106 |
| .. — .. ..... | 2,099,000 | 6 | " " | 1874 | 106 |
| .. — .. ..... | 473,000 | 6 | " " | 1875 | 106 |
| .. — .. ..... | 880,000 | 6 | " " | 1877 | .... |
| .. — .. ..... | 1,106,420 | 5 | " " | 1874 | .... |
| North Carolina—State Bonds for R. R. (old).. | 4,738,800 | 6 | Jan. & July. | 71-'91 | 38¾ |
| .. — .. .. (old).. | 3,639,400 | 6 | April & Oct. | '71-'91 | .... |
| .. —State Bonds for R. R. (new). | 2,626,000 | 6 | Jan. & July. | '92-'98 | 24 |
| .. — .. .. (new). | 1,759,000 | 6 | April & Oct. | '92-'98 | .... |
| .. —Funding &c. Bonds of '66-'68 | 2,800,400 | 6 | Jan. & July. | 1899 | 27½ |
| .. — .. .. ..... | 1,821,400 | 6 | April & Oct. | 1899 | .... |
| .. —Special Tax Bonds..... | 11,407,000 | 6 | " " | 1899 | 17 |
| Ohio—State Loan (New York)..... | 1,284,317 | 6 | Jan. & July. | 1870 | .... |
| .. — .. ( " )..... | 1,600,000 | 6 | " " | 1875 | 101 |
| .. — .. ( " )..... | 4,095,399 | 6 | " " | 1881 | 101½ |
| .. — .. ( " )..... | 2,400,000 | 6 | " " | 1886 | 103½ |
| .. —Union Loan (Columbus)..... | 366,975 | 6 | May & Nov. | 1871 | .... |
| Oregon—Relief and Bounty Bonds..... | 176,156 | 7 | Jan. & July. | '74-'84 | 95 |
| Pennsylvania—Redemption Loan of 1867..... | 92,850 | 5 | Feb. & Aug. | 1872 | 97 |
| .. — .. .. .. ..... | 4,731,300 | 6 | " " | 1872 | 100½ |
| .. — .. .. .. ..... | 90,400 | 5 | " " | 1877 | 96 |
| .. — .. .. .. ..... | 7,890,550 | 6 | " " | 1877 | 105½ |
| .. — .. .. .. ..... | 726,950 | 5 | " " | 1882 | 96 |
| .. — .. .. .. ..... | 9,237,050 | 6 | " " | 1882 | 107¾ |
| .. —Inclined Plane Loan..... | 400,000 | 6 | April & Oct. | 1879 | 107 |
| .. —Military Loan..... | 2,769,250 | 6 | Feb. & Aug. | 1871 | 101¼ |
| .. —State Stocks (old)..... | 384,000 | 5 | Jan. & July. | 1882 | .... |
| .. — .. (old)..... | 3,377,000 | 5 | Feb. & Aug. | '77-'78 | 104 |
| .. — .. (old)..... | 112,000 | 4½ | Jan. & July. | 1882 | .... |
| Rhode Island—War Bonds of 1862..... | 1,100,000 | 6 | Mar. & Sept. | 1882 | 100 |
| .. — .. of 1863..... | 736,000 | 6 | Jan. & July. | 1893 | 101 |
| .. — .. of 1863..... | 239,000 | 6 | April & Oct. | 1883 | .... |
| .. — .. of 1864..... | 841,000 | 6 | Feb. & Aug. | 1894 | .... |
| South Carolina—Fire Loan of Stock 1838..... | 303,343 | 6 | Jan. & July. | 1870 | .... |
| .. — .. bonds (stg.)..... | 484,445 | 5 | " " | 1868 | 51 |
| .. —Blue Ridge R. R. bonds of '54 | 970,000 | 6 | " " | '74-'78 | .... |
| .. —State Capitol bonds..... | 1,997,738 | 6 | " " | '71-'90 | .... |
| .. —Funded Debt of 1866 & coup. | 1,431,700 | 6 | " " | '87-'97 | 35½ |
| .. —Conversion Bonds of 1869..... | 1,265,800 | 6 | J. A. J. & O. | 1888 | .... |
| .. —Funding & Special Bonds '68 | 1,692,150 | 6 | " " | 1888 | .... |
| Tennessee—*State Bonds proper ..... | 1,398,640 | 5 | April & Oct. | Var. | .... |
| .. —* .. .. ..... | 239,166 | 5½ | " " | " | .... |
| .. —* .. .. ..... | 1,706,000 | 6 | " " | " | .... |
| .. —*Railroad Loans ..... | 24,008,500 | 6 | Jan. & July. | long. | 66½ |
| .. —*Railroad Endorsements ..... | 2,172,000 | 6 | " " | " | .... |
| .. —*Funding Bonds ..... | 4,069,503 | 6 | " " | " | .... |
| Texas—No legal debt..... | ..... | ... | ..... | ..... | 66½ |
| Vermont—War Loan Bonds ..... | 1,025,000 | 6 | June & Dec. | '71-'78 | 100 |
| .. — .. Certificates ..... | 201,000 | 6 | " " | '71-'78 | .... |
| Virginia—State Stock .....registered | 21,617,578 | 6 | Jan. & July. | long. | 56 |
| .. — .. Bonds .....coupon | 11,108,000 | 6 | " " | " | .... |
| .. — .. .. stg..... | 1,865,000 | 5 | " " | " | .... |
| .. —Funding Stock of 1866....registered | 1,872,968 | 6 | " " | " | .... |
| .. — .. Bonds of 1866.....coupon | 1,473,000 | 6 | " " | " | 56½ |
| .. — .. .. (sterling)..... | 466,250 | 5 | " " | " | .... |
| West Virginia—Probably a third of the Debt of Virginia. | | | | | |
| Wisconsin—War Loan Bonds..... | 104,809 | 6 | Jan. & July | 77-'88 | .... |

# AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Adirondack: | | | | | | |
| 1st Mortgage | $930,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Alabama and Chattanooga: | | | | | | |
| 1st Mortgage, guar. by Ala. gold | 16,000pm | 8* | Jan. & July. | New York. | 1889 | .... |
| 2d Mortgage | 9,000pm | 8 | " " | " " | 1889 | .... |
| Alabama and Georgia: | | | | | | |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... |
| Albany and Susq. (D. & H. Canal): | | | | | | |
| 1st Mortgage, 1863 | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | 103 |
| 2d Mortgage, 1865 | 2,000,000 | 7 | April & Oct. | " " | 1885 | 100 |
| 3d Mortgage, 1869 | 175,000 | 7 | May & Nov. | " " | 1881 | .... |
| Albany City Loan, 1865 | 1,000,000 | 6 | " " | " " | 1895 | .... |
| Allegheny Valley: | | | | | | |
| 1st General Mortgage, 1866 | 4,000,000 | 7.3 | Jan. & July. | New York. | 1896 | 94 |
| 1st Mortgage, Eastern Extension | 48,000 | 7 | ..... | ..... | .... | .... |
| Special Bonds to State of Penn. | 3,500,000 | 5 | ..... | ..... | .... | .... |
| American Central (C. B. & Q.): | | | | | | |
| 1st Mortgage, traffic guar. 1868 | 800,000 | 8 | Jan. & July. | New York. | 1878 | .... |
| Androscoggin: | | | | | | |
| 1st Mortgage (Bath Loan) | 425,000 | 6* | April & Oct. | Portland. | 1890 | .... |
| Andros. & Kennebec (Maine C.): | | | | | | |
| 1st Mortgage 1860 and 1861 | 1,100,000 | 6* | Feb. & Aug. | Boston. | '90-'91 | 86 |
| Atchison, Topeka and Santa Fe: | | | | | | |
| 1st Mortgage tax free ... gold | 15,000pm | 7* | Jan. & July. | New York. | 1900 | 82½ |
| Atlanta and Richmond Air Line: | | | | | | |
| 1st Mortgage tax free, 1870 .. gold | 16,000pm | 8* | Jan. & July. | New York. | 1900 | .... |
| Atlantic and Great Western: | | | | | | |
| 1st Mortgage (N. Y. Penn. & O.) | 8,512,400 | 7* | Various. | Lond. & N. Y. | '76-'84 | .... |
| 2d Mortgage (N. Y. Penn. & Ohio) | 3,908,000 | 7* | " | " " | '81-'83 | .... |
| Consolidated Mortgage | 17,579,500 | 7* | April & Oct. | London. | 1895 | .... |
| Atlantic and Gulf: | | | | | | |
| 1st Mortgage (consol.) tax free | 2,000,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| Atlantic, Mississippi and Ohio: | | | | | | |
| 1st Mortgage on whole line | 15,000pm | 7 | ..... | New York. | 1901 | .... |
| Atlantic and North Carolina: | | | | | | |
| 1st Mortgage | 200,000 | 8 | Jan. & July. | New York. | 1873 | .... |
| Atlantic and Pacific: | | | | | | |
| Land Mort. (500,000 acres) .. gold | 3,000,000 | 6* | Jan. & July. | New York. | 1888 | .... |
| 1st Mortgage (So. Pacific) ... gold | 7,250,000 | 6* | " " | " " | 1888 | .... |
| Atlantic and St. Lawrence: | | | | | | |
| Portland City Loan (skg fund) | 825,000 | 6 | Various. | B. & N. Y. | 1871 | .... |
| 2d Mortgage | 404,200 | 6 | April & Oct. | Port. & Bost. | 1871 | .... |
| 2d Mortgage, sterling | 885,500 | 6* | " " | London. | 1884 | .... |
| *Sterling Loan* of 1864 (5-20s) | 484,000 | 6* | May & Nov. | " | 1878 | .... |
| Bald Eagle Valley (Penn. R.R.): | | | | | | |
| 1st Mortgage | 371,200 | 6 | Jan. & July. | Philadelphia. | 1881 | .... |
| 2d Mortgage | 100,000 | 7 | " " | " | 1884 | .... |
| Baltimore and Ohio: | | | | | | |
| Loan of 1855, sinking fund | 863,250 | 6 | Jan. & July. | Baltimore. | 1875 | 95½ |
| Loan of 1850 | 579,500 | 6 | " " | " | 1880 | 94 |
| Loan of 1853 | 1,710,500 | 6 | April & Oct. | " | 1885 | 95 |
| Loan of 1870 ... sterling | 3,872,000 | 6* | March & Sept. | London. | 1895 | .... |
| Loan of 1853 (Baltimore) skg fd. | 5,000,000 | 6* | Jan. & July. | Baltimore. | 1890 | .... |
| Baltimore and Potomac: | | | | | | |
| 1st Mort. of '69 for $3,000,000 g'd | ..... | 6* | Jan. & July. | New York. | 1899 | .... |
| Bangor and Piscataquis: | | | | | | |
| 1st Mortgage (Bangor) loan | 580,000 | 6 | April & Oct. | Bangor. | 1890 | .... |
| Barclay Coal: | | | | | | |
| 1st Mortgage | 107,000 | 7 | March & Sept. | Philadelphia. | 1882 | .... |
| Bay City and East Saginaw: | | | | | | |
| 1st Mort. guar. by F. & P. Mrq. Co. | 100,000 | 10 | Jan. & July. | Detroit. | 1886 | .... |
| Bay de Noquet and Marquette: | | | | | | |
| 1st Mortgage Income | 250,000 | 8 | April & Oct. | Boston. | 1875 | .... |
| Belfast and Moosehead Lake: | | | | | | |
| 1st Mort. guar. by M. C. Co. gold | 150,000 | 6* | May & Nov. | Portland. | 1890 | .... |
| Bellefontaine & Ind. (C. C. C. & Ind.): | | | | | | |
| 1st Mortgage | 637,000 | 7 | Jan. & July. | New York. | '70-'90 | .... |
| Bellefonte and Snow Shoe: | | | | | | |
| 1st Mortgage | 99,000 | 6 | Jan. & July. | Philadelphia. | 1883 | .... |
| Beloit and Madison (C. & N.W.): | | | | | | |
| 1st Mortgage guaranteed | 354,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| Belvidere Delaware: | | | | | | |
| 1st Mortgage } guaranteed by | 1,000,000 | 6 | June & Dec. | New York. | 1877 | .... |
| 2d Mortgage } Camden and | 499,500 | 6 | March & Sept. | Princeton. | 1885 | 85 |
| 3d Mortgage } Amboy. | 745,000 | 6 | Feb. & Aug. | " | 1887 | 81 |
| Blue Ridge, (S. Car.): | | | | | | |
| 1st Mortgage guar. by State. gold | 4,000,000 | 7* | Jan. & July. | Charleston. | 1898 | .... |
| Boston, Clinton and Fitchburg: | | | | | | |
| 1st Mortgage (Agricultural Br.) | 400,000 | 6 | Jan. & July. | Boston. | 1884 | 80 |
| Equalization or consol. bonds | 248,000 | 6 | " " | " | .... | .... |
| 2d Mortgage of 1869-'70 | 152,500 | 7 | " " | " | '89-'90 | 85 |
| Boston, Concord and Montreal: | | | | | | |
| 1st Mort. (Conc. to War. 71 m.) | 13,000 | 7 | Feb. & Aug. | New York. | 1865 | .... |
| 2d Mort. conv. (1st M. on 22½ m.) | 150,000 | 6 | Jan. & July. | Boston. | 1870 | .... |
| 2d Mort. conv. (1st M. on 22½ m.) | 200,000 | 7 | " " | New York. | 1870 | .... |
| Sinking Fund Mortgage | 507,000 | 6 | " " | Boston. | 1889 | 90 |
| Boston, Hartford and Erie: | | | | | | |
| 1st Mortgage (old) | 280,000 | 7 | March & Sept. | Boston. | 1864 | .... |
| 1st Mortgage (new) for $20,000,000 | 17,000,000 | 7 | Jan. & July. | " | 1899 | 39 |
| 1st Mortgage (new) guar. by Erie | 3,000,000 | 7 | " " | New York. | 1899 | 40½ |
| Mass. Loan (secured by 1st m.b.) | 3,000,000 | 7 | " " | " | 1899 | .... |
| Boston and Lowell: | | | | | | |
| Convertible bonds | 55,000 | 6 | Jan. & July. | Boston. | 1873 | .... |
| Scrip certificates | 380,000 | 3 | January. | " | 1873 | .... |
| Wharf purchase bonds | 200,000 | 6 | April & Oct. | " | 1879 | 96¾ |
| Brunswick and Albany: | | | | | | |
| 1st Mort. endorsed by Ga. ... gold | 3,630,000 | 6* | April & Oct. | New York. | 1908 | .... |
| 2d Mort. sinking fund ... gold | 2,350,000 | 7* | " " | " " | 1893 | .... |
| Buffalo, Bradford and Pittsburg: | | | | | | |
| 1st Mortgage guar. by Erie | 580,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| Buffalo and Erie (L. Sh. & M. So): | | | | | | |
| Bonds of Buff. and State Line | 100,000 | 7 | May & Nov. | New York. | 1873 | .... |
| Bonds of Buff. and State Line | 200,000 | 7 | Jan. & July. | " " | 1882 | .... |
| Bonds of Erie and Northeast | 300,000 | 7 | March & Sept. | " " | 1886 | .... |
| Consol. bonds of April 1, 1853 | 3,000,000 | 7 | April & Oct. | " " | 1898 | .... |
| Buffalo, Corry and Pittsburg: | | | | | | |
| 1st Mortgage (B., C. & P. of Pa.) | $100,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| 1st Mort. (Buff. & O.C. Cross-cut) | 600,000 | 7 | " " | " " | 1886 | .... |
| Buffalo, New York and Erie: | | | | | | |
| 1st Mortgage | 2,000,000 | 7 | June & Dec. | New York | 1877 | 94½ |
| 2d Mortgage | 380,000 | 7 | May & Nov. | " " | 1872 | .... |
| Burlington, Cedar Rapids & Minn. | | | | | | |
| 1st Mortgage conv. & skg f'd. gold | 20,000pm | 7* | May & Nov. | New York. | 1919 | 88¾ |
| Burlington and Missouri River. | | | | | | |
| Stock Bonds redeem. in pref. st'k | 600,000 | 7 | Jan. & July. | Bost. & N. Y. | 1875 | 100¾ |
| Stock Bonds " " | 1,999,380 | 8 | " " | " | 1878 | .... |
| Stock Bonds conv. into com. st'k | 1,250,000 | 8 | April & Oct. | " | 1879 | 100 |
| Stock Bonds " " | 1,246,800 | 8 | Jan. & July. | " | 1889 | .... |
| 1st Mort. (Branch) bonds | 900,000 | 8 | " " | " | 1894 | 103 |
| 1st Mortgage land grant inconv. | 5,060,020 | 7 | April & Oct. | New York. | 1893 | 94 |
| Burlington & Mo. Riv. in Neb.: | | | | | | |
| 1st Mort. for $5,000,000, conv. | 3,360,000 | 8 | Jan. & July. | Boston. | 1894 | 98½ |
| California Pacific: | | | | | | |
| 1st Mortgage, sinking fund | 2,250,000 | 7* | Jan. & July. | New York. | 1889 | 106 |
| Camden and Amboy: | | | | | | |
| *Sterling Bonds*, £288,600 @ 4.84 | 1,396,824 | 6* | April & Oct. | London. | 1880 | .... |
| Dollar Loan of 1875 | 675,000 | 6 | " " | New York. | 1875 | 97 |
| Dollar Loan of 1883 | 1,700,000 | 6 | Feb. & Aug. | " " | 1883 | 91 |
| Dollar Loan of 1889 | 866,000 | 6 | March & Sept. | " " | 1889 | 92 |
| Consolidated Loan | 4,929,200 | 6 | June & Dec. | " " | 1889 | 96 |
| Sterling (United Co's) Loan | 1,846,000 | 6 | March & Sept. | London. | 1894 | ... |
| Dollar (United Co's) Loan | 154,000 | 6 | " " | New York. | 1894 | .... |
| Camden and Atlantic: | | | | | | |
| 1st Mortgage of 1853 | 490,000 | 7 | Jan. & July. | Philadelphia. | 1873 | 95 |
| 2d Mortgage of 1854 | 500,000 | 7 | April & Oct. | " | 1879 | 85 |
| Camden and Burlington County: | | | | | | |
| 1st Mortgage of 1865 | 308,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | 84¾ |
| Carthage & Burlington (C.B & Q.): | | | | | | |
| 1st Mortgage guar. and free tax | 600,000 | 8 | May & Nov. | New York. | 1879 | 95¾ |
| Catawissa: | | | | | | |
| 1st Mortgage | 232,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | 96½ |
| Cedar Falls and Minnesota (Ill. C.): | | | | | | |
| 1st Mort. (C. F. to Waver. 14 m.) | 294,000 | 7 | April & Oct. | New York. | 1884 | 83¾ |
| 1st Mort. (W. to Minn. L. 62 m.) | 1,377,000 | 7 | Jan. & July. | " " | 1907 | 81 |
| Cedar Rapids & Mo. Riv. (C & NW): | | | | | | |
| 1st Mortgage Land Grant | 3,617,000 | 7 | April & Oct. | New York. | '91-'16 | 88¾ |
| Central Branch Union Pacific: | | | | | | |
| 1st Mort. (Atch. & Pike's P.) gold | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |
| 2d Mortgage Governm't subsidy. | 1,600,000 | 6 | Jan. & July. | " " | 1895 | .... |
| Central of Georgia: | | | | | | |
| 1st Mortgage | 789,000 | 7 | March & Sept. | Savannah. | 1875 | .... |
| Central of Iowa: | | | | | | |
| 1st Mort. conv. & tax free .. gold | 16,000pm | 7* | Jan. & July. | New York. | 1899 | 91½ |
| Central of New Jersey: | | | | | | |
| 2d Mortgage | 254,000 | 7 | May & Nov. | New York. | 1875 | '01 |
| New Loan for $5,000,000 | 2 837,000 | 7 | Feb. & Aug. | " " | 1890 | 104 |
| Central Ohio (B. & O.): | | | | | | |
| 1st Mortgage guaranteed | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 94½ |
| Central Pacific of California: | | | | | | |
| 1st *Mortgage* ... gold | 26,010,000 | 6* | Jan. & July. | New York. | '95-'99 | 102½ |
| Subordinate Loan (Int. by State) | 1,500,000 | 7* | " " | " " | 1885 | .... |
| Convertible bonds | 1,500,000 | 7* | " " | " " | 1883 | 100 |
| Income bonds | 10,000,000 | ... | ..... | " " | ..... | .... |
| Charleston and Savannah: | | | | | | |
| 1st Mortgage guar. by S. Car. | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... |
| Charlotte, Columbia & Augusta: | | | | | | |
| 1st Mort. (Char. & S. Car. 110 m.) | 71,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| 1st Mort. (Col. & Aug. 85 m.) | 371,500 | 7 | " " | " " | 1890 | .... |
| 1st Mortgage (consol. 195 m.) | 786,000 | 7 | " " | " " | 1895 | .... |
| Cheraw and Darlington. | | | | | | |
| 1st Mortgage | 150,000 | 7 | April & Oct. | Charleston. | 1870 | .... |
| 2d Mortgage | 75,000 | 7 | Jan. & July. | " | 1879 | .... |
| Cherry Valley, Sharon & Albany: | | | | | | |
| 1st Mortgage convertible | 300,000 | 7 | June & Dec. | New York. | 1890 | .... |
| Chesapeake and Ohio: | | | | | | |
| Consol. sinkg fund, gold (428 m.) | 15,000,000 | 6* | May & Nov. | New York. | 1900 | 94 |
| 1st Mort. (Va. Cen. RR. 205 m.) gr. | 100,000 | 6 | Jan. & July. | " " | 1880 | .... |
| 2d Mort. ( " " ) | 186,500 | 6 | " " | " " | 1872 | .... |
| 3d Mort. ( " " ) | 901,000 | 6 | " " | " " | 1884 | .... |
| Income | 300,000 | 8 | " " | " " | 1876 | .... |
| Cheshire: | | | | | | |
| Plain bonds | 771,000 | 6 | Jan. & July. | Boston. | '75-'80 | 94½ |
| Chester Creek: | | | | | | |
| 1st Mortgage | 185,000 | 6 | Jan. & July. | Philadelphia. | 1903 | .... |
| Chester & Chicago Br. Junction: | | | | | | |
| 1st Mortgage sinking fund | 1,000,000 | 10 | May & Nov. | St. Louis. | 1877 | .... |
| Chester and Tamaroa: | | | | | | |
| 1st Mortgage | 660,000 | 7* | May & Nov. | New York. | 1901 | .... |
| Chester Valley: | | | | | | |
| 1st Mortgage | 500,000 | 7 | May & Nov. | Philadelphia. | 1877 | .... |
| Chicago and Alton: | | | | | | |
| 1st Mortgage, pref. sinking fund. | 308,000 | 7 | May & Nov. | New York. | 1877 | 101½ |
| 1st Mortgage | 2,400,000 | 7 | Jan. & July. | " " | 1893 | 1[illegible]4½ |
| 2d Mortgage Income | 1,100,000 | 7 | April & Oct. | " " | 1883 | 90½ |
| Chicago, Burlington and Quincy: | | | | | | |
| Trust Mortgage skg fund | 2,825,000 | 8 | Jan. & July. | New York. | 1883 | 114 |
| Trust Mortgage, skg fund conv. | 150,000 | 8 | " " | " " | 1883 | .... |
| Trust Mortgage | 400,000 | 7 | April & Oct. | " " | 1890 | .... |
| 2d *Mort.* (4 p.c. after Jul. '75) gold | 941,000 | 4½ | July. | Frankfort. | 1890 | .... |
| American Cen. R.R. (57 m) guar. | 738,002 | 8 | Jan. & July. | New York. | 1878 | .... |
| Carthage & Burl. R.R. (30 m) guar. | 600,000 | 8 | May & Nov. | " " | 1879 | 95¾ |
| Dix. Peo. & Han. R.R. (45½ m) guar | 800,000 | 8 | Jan. & July. | " " | 1889 | 95½ |
| Illinois Gr. Trunk RR (44 m) guar | 960,000 | 8 | April & Oct. | " " | 1890 | 97 |
| Keokuk & St. Paul (42¾ m.) guar. | 1,000,000 | 8 | " " | Boston. | 1879 | 95 |
| Ott., Osw. & Fox Rv. Vl. RR. (70 m) | 1,260,000 | 8 | Jan. & July. | New York. | 1900 | .... |
| Peoria & Hannib. RR (31¼ m) guar | 600,000 | 8 | " " | " " | 1878 | .... |
| Quincy & War. R.R. (40 m) guar. | 800,000 | 8 | " " | " " | 1890 | 100½ |
| Chicago and Great Eastern: | | | | | | |
| Construction Bonds | 400,000 | 7 | April & Oct. | New York. | 1885 | 85½ |
| Income Bonds | 300,000 | 7 | Jan. & July. | " " | 1885 | .... |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Chicago, Cincinnati and Louisv.: | | | | | | |
| 1st Mortgage | $1,000,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| Chicago, Danville and Vincennes: | | | | | | |
| 1st Mortgage S. F. .....gold | 2,500,000 | 7* | April & Oct. | New York. | 1909 | 90 |
| Chicago, Dubuque & Minnesota: | | | | | | |
| 1st Mortgage guaranteed | 25,000pm | 7 | April & Oct. | New York. | 1901 | 91½ |
| Chicago and Illinois Southern: | | | | | | |
| 1st Mortgage, 162 miles | 3,078,000 | 8 | March & Sept. | New York. | 1900 | .... |
| Chicago, Iowa and Nebraska: | | | | | | |
| 2d (now 1st) Mortgage guar. | 591,700 | 7 | Jan. & July. | New York. | 1880 | 95 |
| 3d (now 2d) mortgage | 218,000 | 7 | Feb. & Aug. | " " | 1892 | .... |
| Chicago & Milwaukee(C.& N.W.): | | | | | | |
| 1st Mortgage on 45 miles guar. | 397,000 | 7 | May & Nov. | New York. | 1874 | .... |
| 1st Mortgage (consol.) 85 m. guar. | 1,129,000 | 7 | Jan. & July. | " " | 1898 | 94 |
| Chicago and Northwestern: | | | | | | |
| Pref. sinking fund b'ds (193 m.). | 1,245,500 | 7 | Feb. & Aug. | New York. | 1885 | 100 |
| Interest (f'ded coup.)b'ds(193m.) | 755,000 | 7 | May & Nov. | " " | 1883 | 94 |
| 1st Mortgage General (193 m.) | 3,588,000 | 7 | Feb. & Aug. | " " | 1885 | 98 |
| 1st Mortgage, Appleton Ext. | 184,000 | 7 | " " | " " | 1885 | .... |
| 1st Mortgage, Green Bay Ext. | 300 000 | 7 | " " | " " | 1885 | .... |
| Equipment Mortgage | 101,000 | 7 | April & Oct. | " " | 1874 | 94 |
| 1st Mort. (Gal. & Chic. U. R. R.) | 1,785,000 | 7 | Feb. & Aug. | " " | 1882 | 104½ |
| 2d Mort. (Gal. & Chic. U. R. R.) | 948,000 | 7 | May & Nov. | " " | 1875 | 100½ |
| Miss. Riv. Bridge ( " " ) | 200,000 | 7 | Jan. & July. | " " | 1884 | .... |
| 1st Mort. (Elgin and State Line). | 135,000 | 7 | " " | " " | 1878 | .... |
| 1st Mortgage (Peninsula) | 767,000 | 7 | March & Sept. | " " | 1898 | .... |
| Consol. skg fund Mort. (800 m.). | 2,5 0,000 | 7 | May & Nov. | " " | 1915 | 94½ |
| Equipment Mortgage | 275,000 | 10 | " " | " " | 1871 | .... |
| 1st Mort. (Chic. & Mil.R.R) 45m. | 397,000 | 7 | May & Nov. | " " | 1874 | .... |
| 2d Mort. (Mil. & Chi.R. R.) 40m. | 182,000 | 7 | March & Sept. | " " | 1874 | .... |
| 3d Mort. ( " " ) 40m. | 10.500 | 7 | June & Dec. | " " | 1898 | .... |
| 1st Mort. (Chi.& Mil.R W.) 85m | 1,135,000 | 7 | Jan. & July. | " " | 1898 | 94 |
| 1st Mort. (Bel.& Mad.R.R.) 46m. | 333,000 | 7 | " " | " " | 1888 | .... |
| 1st Mort.(Mad.Exten.)126 m.g'ld | 3,150,000 | 7* | April & Oct. | " " | 1911 | .... |
| 1st Mort.(Men.Exten.)120 m. g'ld | 2,700,000 | 7* | Jan. & July. | " " | 1911 | .... |
| Chicago & Mich. Lake Shore: | | | | | | |
| 1st Mortgage | 4,000,000 | 8 | March & Sept. | New York. | 1889 | 85½ |
| Chicago, Pekin & Southwestern: | | | | | | |
| 1st Mortgage .....gold | 15,000pm | 7* | Jan. & July. | New York. | 1891 | .... |
| Chicago, Rock Island and Pacific: | | | | | | |
| 1st Mortgage (consol.) | 9,000,000 | 7 | Jan. & July. | New York. | 1896 | 102 |
| Chi. & Southwes'n(C.,R.I.&Pac.): | | | | | | |
| 1st Mort. guar. and tax free.gold | 5,000,000 | 7* | May & Nov. | New York. | 1889 | .... |
| Chillicothe & Brunswick (N.Mo.: | | | | | | |
| 1st Mortgage guaranteed | 500,000 | 8 | Jan. & July. | New York. | 1894 | .... |
| Cincinnati, & Balt. (Mar.& Cin.): | | | | | | |
| 1st Mortgage guaranteed | 500,000 | 7 | April & Oct. | Baltimore. | 18— | .... |
| Cincinnati, Hamilton and Dayton: | | | | | | |
| 1st Mort. of 1853 extended | 1,250,000 | 7 | May & Nov. | New York. | 1880 | .... |
| 2d Mortgage of 1865 | 500,000 | 7 | Jan. & July. | " " | 1885 | .... |
| 3d Mortgage of 1867, skg fund | 282,000 | 8 | June & Dec. | " " | 1877 | .... |
| Cinc. and Indiana (C. Laf.& Chi.): | | | | | | |
| 1st Mortgage guaranteed | 500,000 | 7 | June & Dec. | New York. | 1892 | .... |
| 2d Mortgage guaranteed | 1,500,000 | 7 | Jan. & July. | " " | '77-'87 | .... |
| Cincinnati and Indianapolis Junc.: | | | | | | |
| 1st Mortgage | 1,200,000 | 7 | Jan & July. | New York. | 1888 | .... |
| 2d Mortgage | 800,000 | 7 | March & Sept. | " " | 1893 | .... |
| 1st Mortgage (Newcastle Br.) | 250,000 | 7 | June & Dec. | " " | 1884 | .... |
| Cincinnati, Lafayette and Chi.: | | | | | | |
| 1st Mortgage.....gold | 20,000pm | 7* | March & Sept. | New York. | 1901 | .... |
| Cin. and Martinsville (C. & Laf.): | | | | | | |
| 1st Mortgage guaranteed | 400,000 | 7 | Jan. & July. | New York. | 1895 | .... |
| Cincinnati, Richmond & Chicago: | | | | | | |
| 1st Mortgage | 560,000 | 7 | Jan. & July. | New York. | 1895 | .... |
| Cincinnati, Sandusky and Clev.: | | | | | | |
| 1st Mortgage of 1867 | 1,051,861 | 7 | June & Dec. | New York. | 1890 | 83 |
| 1st Mort. (San., Day. and Cin.) | 988,000 | 6 | Feb. & Aug. | Boston. | 1900 | 79 |
| 1st Mort. (San. City and Ind.) | 350,000 | 7 | March & Sept. | " | 1877 | 91½ |
| Cincinnati and Zanesville: | | | | | | |
| 1st Mortgage | 1,300,000 | 7 | May & Nov. | New York. | 1893 | .... |
| Clev., Col. and Cinc. (C. C.C.&I.): | | | | | | |
| 1st Mortgage $25,000 a year | 365,000 | 7 | June & Dec. | New York. | '71-'84 | .... |
| Clev., Col., Cin. & Indianapolis: | | | | | | |
| 1st Mortgage sinking fund | 2,004,000 | 7 | May & Nov. | New York. | 1899 | 101 |
| 1st Mort. (C., C. and C. R. R.) | 365,000 | 7 | June & Dec. | " " | '71-'84 | .... |
| 1st Mort. (Bell. and Ind. R.R.) | 646,000 | 7 | Jan. & July. | " " | '70-'95 | .... |
| Cleveland and Mahoning: | | | | | | |
| 1st Mortgage | 810,500 | 7 | Feb. & Aug. | New York. | 1873 | .... |
| 3d Mortgage sinking fund | 654,500 | 8 | March & Sept. | " " | 1876 | .... |
| 1st Mort. (Hubbard Br.) skg f'd, | 117,500 | 7 | Jan. & July. | " " | 1881 | .... |
| Clev., Mt. Vernon and Delaware: | | | | | | |
| 1st Mort. for $1,500,000.....gold | 143,000 | 7* | Jan. & July. | New York. | 1900 | .... |
| Clev., Painesv. & Ash. (L. Shore): | | | | | | |
| 1st Mortgage Sunbury and Erie. | 500,000 | 7 | Jan. & July. | New York. | 1874 | 96 |
| 2d Mortgage (registered) | 1,000,000 | 7 | " " | " " | 1880 | .... |
| 3d Mortgage | 1,000,000 | 7 | April & Oct. | " " | 1892 | 94 |
| Cleveland and Pittsburg: | | | | | | |
| 2d Mortgage | 790,500 | 7 | March & Sept. | New York. | 1873 | 99 |
| 3d Mortgage | 1,358,000 | 7 | May & Nov. | " " | 1875 | 98 |
| 4th Mortgage | 1,104,844 | 6 | Jan. & July. | " " | 1892 | 86 |
| Consol. skg f'd Mort. $5,000,000 | 528,000 | 7 | May & Nov. | " " | 1900 | 95 |
| Cleveland & Toledo (L.S.&M.So.): | | | | | | |
| 1st Mortgage Sinking Fund | 2,104,000 | 7 | Jan. & July. | New York. | 1885 | 103 |
| 2d Mortgage of 1866 | 864,000 | 7 | April & Oct. | " " | 1886 | .... |
| 1st Mort. (Junc. R. R.) | 115,000 | 7 | June & Dec. | " " | 1872 | .... |
| Colebrookdale: | | | | | | |
| 1st Mort. guar. by Ph. and Rdg. | 584,000 | 6 | June & Dec. | Philadelphia. | 1898 | 80 |
| Columbia and Augusta(C.C.& A.): | | | | | | |
| 1st Mortgage on 85 miles | 371,500 | 7 | Jan. & July. | New York. | 1890 | .... |
| Columbus, Chicago & Ind. Cent.: | | | | | | |
| 1st Mortgage Consol. skg fund | 15,000,000 | 7 | April & Oct. | New York. | 1908 | 92½ |
| 2d Mortgage Consol. skg fund | 5,000,000 | 7 | Jan & July. | " " | 1900 | 72½ |
| Columbus & Ind.Cen.(C.C.&I.C.): | | | | | | |
| 2d Mortgage | 821,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Income Bonds | 1,243,000 | 7 | May & Nov. | | 1881 | .... |
| Columbus and Hocking Valley: | | | | | | |
| 1st Mortgage skg fund | $1,498,000 | 7 | April & Oct. | New York. | 1897 | .... |
| 2d Mortgage | 118,000 | 7 | Jan. & July. | " " | 1880 | .... |
| Columbus, Springfield and Cin.: | | | | | | |
| 1st Mortgage for $1,000,000 | ..... | 7 | ..... | New York. | 18— | .... |
| Columbus and Xenia: | | | | | | |
| 1st Mortgage | 302,000 | 6 | March & Sept. | New York. | 1890 | .... |
| Concord and Claremont: | | | | | | |
| 1st and 2d Mortgage | 374,000 | 6 | ..... | Boston. | Due. | .... |
| Connecticut and Passumpsic Riv.: | | | | | | |
| 1st Mortgage skg fund, 1856 | 455,800 | 6 | June & Dec. | Boston. | 1876 | 92½ |
| Notes payable, coupon tax free. | 559,429 | 7 | " " | " | 1876 | 99½ |
| Connecticut River: | | | | | | |
| 1st Mortgage skg fund | 250,000 | 6 | March & Sept. | Boston. | 1878 | .... |
| Connecticut Western: | | | | | | |
| 1st Mortgage | 81,500 | 7 | ..... | Hartford. | 18— | .... |
| Connecting (Philadelphia): | | | | | | |
| 1st Mortgage | 1,000,000 | 6 | March & Sept | Philadelphia. | 1890 | 8[illegible] |
| Contoocook River: | | | | | | |
| 1st Mortgage | 30,000 | 6 | ..... | Boston. | 18— | .... |
| Cooperstown and Susq. Valley: | | | | | | |
| 1st Mortgage | 100,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| Coun.Bluffs & St.J.(K.St.J.&C.B.) | | | | | | |
| 1st Mortgage | 500,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| 2d Mortgage | 150,000 | 10 | " " | " " | 1872 | .... |
| Covington and Lex. (Ky.Cen.): | | | | | | |
| 1st Mortgage March 1852 | 120,000 | 7 | March & Sept. | New York. | 1872 | .... |
| 2d Mortgage March 1863 | 844,000 | 7 | " " | " " | 1883 | .... |
| 3d Mortgage June 1865 | 237,000 | 7 | June & Dec. | " " | 1885 | .... |
| Cumberland Coal and Iron: | | | | | | |
| 1st Mortgage of March 1866 | 803,500 | 6 | March & Sept. | New York. | 1891 | .... |
| 2d Mortgage of May 1, 1868 | 770,000 | 6 | May & Nov. | " " | 1888 | .... |
| 1st Mort. (George's Cr.)assumed | 98,600 | 6 | June & Dec. | " " | 1881 | .... |
| Cumberland Valley: | | | | | | |
| 1st Mortgage | 161,000 | 8 | April & Oct | Philadelphia. | 1904 | .... |
| 2d Mortgage | 109,500 | 8 | " " | " | 1908 | .... |
| Plain bonds | 81,800 | 8 | Jan. & July. | " | 1884 | .... |
| Danbury and Norwalk. | | | | | | |
| 1st Mortgage of 1869 | 100,000 | 7 | Jan. & July. | New York | 1880 | .... |
| 1st Mortgage of 1869 | 200,000 | 7 | " " | " " | 1890 | .... |
| Danv.,Hazleton & Wilkesbarre: | | | | | | |
| 1st Mortgage tax free 1868 | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1888 | 88 |
| Davenport and St. Paul: | | | | | | |
| 1st Mortgage of June 1, 1870 | 20,000pm | 7 | June & Dec. | New York. | 1890 | .... |
| Dayton and Michigan: | | | | | | |
| 1st Mortgage sinking fund | 2,776,000 | 7 | Jan. & July. | New York. | 1884 | .... |
| 2d Mortgage | 642,000 | 7 | March & Sept. | " " | 1879 | .... |
| 3d Mortgage | 700,000 | 7 | April & Oct. | " " | 1888 | .... |
| Toledo Depot bonds | 169,500 | 7 | March & Sept. | " " | 1871 | .... |
| Dayton and Union: | | | | | | |
| 1st Mortgage, registered | 149,000 | 7 | March & Sept. | New York. | 1879 | .... |
| 2d Mortgage | 135,000 | 7 | June & Dec. | " " | 1879 | .... |
| Income Bonds | 252,445 | 6 | " " | " " | 1879 | .... |
| Dayton and Western: | | | | | | |
| 1st Mortgage | 275,000 | 7 | Jan. & July. | New York. | 1905 | .... |
| 1st Mortgage | 433,000 | 6 | " " | " " | 1905 | .... |
| Decat'r & E.St.Louis(T.W.& W.): | | | | | | |
| 1st Mortgage | 2,700,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Decatur, Sullivan and Mattoon: | | | | | | |
| 1st Mortgage | 500,000 | 8 | March & Sept. | New York. | 1901 | .. |
| Delaware: | | | | | | |
| 1st Mortgage | 500,000 | 6 | Jan. & July. | Philadelphia | 1875 | .... |
| Delaware State Loan | 170,000 | 6 | " " | " | 1876 | .... |
| Guaranteed Bonds | 100,000 | 6 | " " | " | 1875 | .... |
| Exten. (Seaf. to Delmar) bonds | 100,000 | 6 | " " | " | 1880 | .... |
| Delaware, Lackawan. & Western: | | | | | | |
| 1st Mort. (Lack. & Western) | 564,000 | 7 | Jan. & July. | New York. | 1871 | .... |
| 1st Mort. (Eastern Ext.) | 1,111,000 | 7 | April & Oct. | " " | 1875 | 105 |
| 2d Mort. (General) | 1,633,000 | 7 | March & Sept. | " " | 1881 | 100 |
| Denver Pacific: | | | | | | |
| 1st Mortgage (Land grant)..gold | 2,500,000 | 7* | May & Nov. | New York. | 1897 | .... |
| Des Moines Valley: | | | | | | |
| 1st Mortgage (on 154 miles) | 2,310,000 | 8 | April & Oct. | New York. | 1877 | .... |
| 1st Mortgage Land grant | 4,690,000 | 8 | " " | " " | 1898 | .... |
| Income Bonds | 462,000 | 7 | Jan. & July. | " " | 1884 | .... |
| Detroit, Hillsdale and Indiana: | | | | | | |
| 1st Mort. (16,000 p. m.).....guar. | 1,080,000 | 8 | June & Dec. | New York. | 1890 | 86½ |
| Detroit,Lansing & L. Michigan: | | | | | | |
| 1st Mortgage | 3,000,000 | 8 | May & Nov. | New York. | 1890 | .... |
| 1st Mortgage Ionia and Lansing. | 770,000 | 8 | Jan. & July. | " " | 1879 | .... |
| 2d Mortgage Ionia and Lansing. | 300,000 | 8 | May & Nov. | " " | 1880 | .... |
| Detroit and Milwaukee: | | | | | | |
| 1st Mortgage, convertible | 2,500,000 | 7 | May & Nov. | New York. | 1875 | .... |
| 2d Mortgage | 1,000,000 | 8 | " " | " " | 1875 | .... |
| 1st Mortgage Funded Coupons | 628,525 | 7 | Jan. & July. | " " | 1875 | .... |
| 2d Mortgage Funded Coupons | 377,115 | 7 | May & Nov. | " " | 1875 | .... |
| Bonds of June 30, 1858, (second) | 1,916,000 | 6 | " " | NY.&Detroit. | 1886 | .... |
| Bonds of Sept. 6, 1866 | 300,000 | 6 | March & Sept. | New York. | 1886 | .... |
| Sterling (Oakl. & Ottawa R. R.) | 150,867 | 6* | May & Nov. | NY&London. | 1873 | .... |
| Dollar ( " " " ) | 51,000 | 7 | " " | New York. | 1873 | .... |
| Detroit, Mon. & Tol. (M.S & N.I.) | | | | | | |
| 1st Mortgage Aug. 1, 1856 | 924,000 | 7 | Feb. & Aug. | New York. | 1876 | 97½ |
| Detroit and Pontiac (Detr. & Mil.): | | | | | | |
| 1st Mortgage | 150,000 | 7 | April & Oct. | New York. | 1878 | .... |
| 1st Mortgage | 100,000 | 7 | Jan. & July. | " " | 1878 | .... |
| 2d Mortgage | 250,000 | 8 | Feb. & Aug. | " " | 1886 | .... |
| Dixon, Peoria & Han.(C.B.& Q.): | | | | | | |
| 1st Mortgage, traffic guarantee | 800,000 | 8 | Jan. & July. | New York. | 1890 | 97 |
| Dubuque, Bellevue and Miss.: | | | | | | |
| 1st Mortgage | 1,000,000 | 8 | April & Oct. | New York. | 1890 | .... |
| Dubuque Southwestern: | | | | | | |
| 1st Mortgage, preferred | 100,000 | 7 | Jan. & July. | New York. | 1883 | .... |
| 1st Mortgage | 450,000 | 7 | April & Oct. | " " | 1883 | .... |
| Dunkirk, Warren and Pittsburg: | | | | | | |
| 1st Mortgage tax free .....gold | 1,000,000 | 7 | June & Dec. | New York. | 1900 | .... |

# AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Dubuque and Sioux City: | | | | | | |
| 1st Mortgage (1st Division) | $300,000 | 7 | Jan. & July. | New York. | 1883 | 93 |
| 1st Mortgage (construction) | 600,000 | 7 | " " | " " | 1894 | .... |
| Sinking Fund (convertible) | 1,000,000 | 7 | May & Nov. | " " | 1888 | .... |
| Dutchess and Columbia: | | | | | | |
| 1st Mortgage Jan. 1, 1868 | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | .... |
| East Brandywine & Waynesburg. | | | | | | |
| 1st Mortgage | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | .... |
| 2d Mortgage | 35,000 | 8 | " " | " | 1873 | .... |
| East Pennsylvania (Ph. & Rdg.): | | | | | | |
| 1st Mortgage, guar. Skg Fund | 495,000 | 7 | March & Sept. | Philadelphia. | 1888 | 95 |
| East Tenn. & Georgia (E.T.V.&G.: | | | | | | |
| 1st Mortgage | 640,000 | 6 | Jan. & July | New York. | 1880 | 92¾ |
| Interest bonds (funded coupons) | 136,400 | 7 | " " | " " | 1876 | .... |
| East Tennessee, Virginia & Ga.: | | | | | | |
| 1st Mortgage, consol. skg fund | 3,500,000 | 7 | Jan. & July. | New York. | 1900 | 93 |
| Eastern Mass.: | | | | | | |
| State Loan (1st Lien) $50,000 a yr. | 250,000 | 5 | J. A. J. & O. | Boston. | 1874 | .... |
| Loan of 1862, sterling | 383,000 | 6* | Jan. & July. | London. | 1872 | .... |
| Loan 1854, convertible | 750,000 | 6 | Feb. & Aug. | Boston. | 1874 | 98¼ |
| Loan of 1865 | 160,000 | 6 | April & Oct. | " | 1885 | 98½ |
| Loan of 1868 | 1,000,000 | 6 | March & Sept. | " | 1888 | .... |
| Loan of 1869 | 500,000 | 6 | May & Nov. | " | 1889 | 95¾ |
| Essex Railroad 1st Mortgage | 194,400 | 6 | Jan. & July. | " | 1876 | 90 |
| Eastern Shore (Md.): | | | | | | |
| 1st Mortgage | 400,000 | 6 | Jan. & July. | Baltimore. | 1880 | .... |
| 2d Mortgage | 180,000 | 6 | April & Oct. | " | 1886 | .... |
| Elizabethtown and Paducah: | | | | | | |
| 1st Mortgage, convertible | 3,000,000 | 8 | March & Sept. | New York. | 1890 | .... |
| Elmira and Williamsport (N.Cen.): | | | | | | |
| 1st Mortgage | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 95 |
| Income Mortgage | 570,000 | 5 | May & Nov. | " | 1872 | 60½ |
| Real Estate (Elmira) bond | 50,000 | 7 | ..... | " | ..... | .... |
| Erie Railway: | | | | | | |
| 1st Mortgage | 3,000,000 | 7 | May & Nov. | New York. | 1877 | 103 |
| 2d Mortgage convertible | 4,000,000 | 7 | March & Sept. | " " | 1879 | 98 |
| 3d Mortgage | 6,000,000 | 7 | " " | " " | 1883 | 95½ |
| 4th Mortgage convertible | 4,441,000 | 7 | April & Oct. | " " | 1880 | 91¼ |
| 5th Mortgage convertible | 926,500 | 7 | June & Dec. | " " | 1888 | 91 |
| Buffalo Branch, 1st mortgage | 186,400 | 7 | Jan. & July. | " " | 1891 | .... |
| *Sterling Loan* (£1,000,000) conv. | 4,844,400 | 6* | March & Sept. | London. | 1875 | .... |
| Erie and Pittsburg (Penn.). | | | | | | |
| 1st Mortgage | 749,400 | 7 | Jan. & July. | Philadelphia. | 1882 | .... |
| 2d Mortgage | 153,000 | 7 | March & Sept. | " | 1890 | .... |
| Consolidated Mortgage tax free. | 1,674,000 | 7 | Jan. & July. | " | 1895 | .... |
| European & North American: | | | | | | |
| B'gor L'n, 1st on 65 m. & 2d on 45m. | 1,000,000 | 6* | Jan. & July. | N. Y. & Lond. | 1898 | .... |
| 1st m. R.R. & L'd (B to Win. 45 m | 2,000,000 | 6* | " " | " " | 1899 | .... |
| Evansville and Crawfordsville. | | | | | | |
| 1st Mortgage (Ev. & Ill. R. R.) | 350,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| 1st Mortgage (Ev. & Chi. R. R.) | 740,000 | 7 | May & Nov. | " " | 1889 | .... |
| 1st Mort (Rockville Extension) | 150,000 | 7 | Feb. & Aug. | " " | 1881 | .... |
| Consolidated Mortgage | ..... | 7 | Jan. & July. | " " | 1889 | .... |
| Evansville, Henderson & Nashv.: | | | | | | |
| 1st Mortgage of July 1, 1867 | 1,000,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| Fall River, Warren & Providence: | | | | | | |
| 1st Mortgage | 150,000 | 7 | Jan. & July. | Providence. | 1882 | .... |
| Flemington (Belv. Del.): | | | | | | |
| 1st Mortgage guaranteed | 100,000 | 6 | Jan. & July. | Princeton. | 1877 | .... |
| Flint and Pere Marquette: | | | | | | |
| 1st Mortgage L. G., 1st mort | 267,000 | 7 | May & Nov. | New York. | 1880 | .... |
| 1st Mortgage L. G., 2d mort | 319,000 | 7 | Jan. & July. | " " | 1887 | .... |
| 1st Mortgage L. G., 3d mort | 1,200,000 | 8 | March & Sept. | " " | 1888 | .... |
| F. & Holly R.R. b'ds ($25,000 a yr) | 500,000 | 10 | May & Nov. | " " | 1888 | .... |
| Flushing & North Side (L. I.): | | | | | | |
| 1st Mortgage | 825,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| Fonda, Johnsto'n & Gloversville: | | | | | | |
| 1st Mortgage | 300,000 | 7 | ..... | New York. | 1889 | .... |
| Ft. W., Jackson & Sag. (Mich. C.): | | | | | | |
| 1st Mortgage guaranteed | 1,500,000 | 8 | Jan. & July. | New York. | 1889 | .... |
| Ft. W., Muncie & Cin. (F. W. J. & S.): | | | | | | |
| 1st Mortgage guaranteed...gold | 1,200,000 | 7* | Jan. & July. | New York. | 1889 | .... |
| Galena & Chic. Union (C.&N.W.): | | | | | | |
| 1st Mortgage | 1,807,000 | 7 | Feb. & Aug. | New York. | 1882 | 104½ |
| 2d Mortgage | 985,000 | 7 | May & Nov. | " " | 1875 | 100½ |
| Miss. River Bridge bonds | 200,000 | 7 | Jan. & July. | " " | 1884 | .... |
| Georgia: | | | | | | |
| Bonds (various) | 681,000 | 7 | Jan. & July. | Augusta. | '71-'86 | .... |
| Goshen and Deckertown (Erie): | | | | | | |
| 1st Mortgage | 226,500 | 7 | Jan. & July. | New York. | 1889 | .... |
| Gr. Rapids & Indiana (P.F.W&C): | | | | | | |
| 1st Mortgage guar half yr...gold | 4,000,000 | 7* | Jan. & July. | New York. | 1899 | .... |
| 1st Mortgage half year.....gold | 4,000,000 | 7* | April & Oct. | " " | 1899 | .... |
| Grand Trunk (Ca.): | | | | | | |
| *1st Preference Bonds* £2,703,325. | 13,516,625 | 5* | Jan. & July. | London. | .... | .... |
| *2d Preference Bonds* £1,610,264.. | 8,051,320 | 4* | " " | " | .... | .... |
| *3d Preference Stock* £758,510.... | 3,792,550 | 4* | " " | " | .... | .... |
| *4th Preference Stock* £5,571,210.. | 27,855,605 | 4* | " " | " | .... | .... |
| *Equipment Bonds* £610,480..... | 3,052,400 | 6* | April & Oct. | " | .... | .... |
| Postal & Military b'ds £1,200,000 | 6,000,000 | 6* | Feb. & Aug. | " | .... | .... |
| Provincial Debentu's £3,111,500 | 15,537,500 | ... | ..... | " | .... | .... |
| Great Falls and Conway: | | | | | | |
| 1st Mortgage | 200,000 | 6 | Jan. & July. | Boston. | 1878 | .... |
| Great Western (Canada): | | | | | | |
| Perpetual Debentures | 227,273 | 5* | — & — | London. | .... | .... |
| Mortgage Bonds | 2,076,176 | 4* | — & — | " | '71-'73 | .... |
| Mortgage Bonds | 2,315,906 | 6* | — & — | " | 1873 | .... |
| Mortgage Bonds | 618,066 | 6* | — & — | " | 1876 | .... |
| Mortgage Bonds | 2,360,333 | 5½* | — & — | " | 1877 | .... |
| Mortgage Bonds | 301,733 | 5½* | — & — | " | 1878 | .... |
| Mortgage Bonds | 4 866 | 5* | — & — | " | 1881 | .... |
| Gt. Western of Illinois (T.W & Wy | | | | | | |
| 1st Mortgage (W. of Decatur) | 687,000 | 10 | April & Oct. | New York. | 1871 | .... |
| 1st Mortgage (Gt.W.R.R. of 1859) | 2,500,000 | 7 | Feb. & Aug. | " | 1888 | 94½ |
| 2d Mortgage (Gt.W.R.R. of 1859) | 2,500,000 | 7 | May & Nov. | " | 1893 | 89½ |
| Grand River Valley (Mich. C.). | | | | | | |
| 1st Mortgage, guaranteed | $1,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 2d Mortgage, guaranteed | 500,000 | 8 | April & Oct. | " " | 1888 | 103¾ |
| Greenville and Columbia: | | | | | | |
| 1st Mortgage guar. by S. Car | 1,426,546 | 7 | Jan. & July. | New York. | '81-'86 | .... |
| 1st Mortgage not guaranteed | 376,766 | 7 | " " | " " | '81-'86 | .... |
| Greenwich and Johnsonville: | | | | | | |
| 1st Mortgage | 130,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| Hackensack & New York (Erie): | | | | | | |
| 1st Mortgage | 62,000 | 7 | Jan. & July. | New York. | 1872 | .... |
| Hackens'k & N. York Ext. (Erie): | | | | | | |
| 1st Mortgage of May 1, 1869 | 129,100 | 7 | May & Nov. | New York. | 1889 | .... |
| Hannibal and Naples: | | | | | | |
| 1st Mortgage of Nov. 1, 1868 | 675,000 | 7 | May & Nov. | New York. | 1898 | 90 |
| Hannibal & Cen.Mo. (C.& Alton): | | | | | | |
| 1st Mortgage guaranteed | 15,000pm | 7 | Jan. & July. | New York. | 1890 | .... |
| Hannibal and St. Joseph: | | | | | | |
| Mo. State Loan, 1851 | 1,500,000 | 6 | Jan. & July. | New York. | 1871 | 93 |
| Mo. State Loan, 1855 | 1,500,000 | 6 | " " | " " | 1885 | .... |
| Six years Mortgage bonds | 69,000 | 10 | " " | " " | 1872 | .... |
| Three years' notes | 810,000 | 8 | " " | " | 1873 | .... |
| Five years' notes | 1,024,300 | 8 | " " | " " | 1875 | .... |
| Fifteen years' bonds | 1,209,500 | 8 | March & Sept. | " | 1885 | 92 |
| 1st Mort. (Q. and Palmyra R.R.) | 500,000 | 8 | Feb. & Aug. | " " | 1892 | 97¾ |
| 1st Mort. (Kan. City & Cam.RR) | 1,200,000 | 10 | Jan. & July. | " " | 1892 | 104 |
| Land Mortgage | 1,503,700 | 7 | April & Oct. | " " | 1888 | 105 |
| Convertible Mortgage | 5,600 | 7 | Jan. & July. | " " | 1888 | .... |
| Hanover Branch (Mass.): | | | | | | |
| 1st Mortgage | 60,000 | 7 | Jan. & July. | Boston. | 1889 | .... |
| Harlem Extension: | | | | | | |
| 1st Mortgage of Jan. 1, 1870 | 4,000,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Harrisburg & Lancaster (Pa.R.R.): | | | | | | |
| 1st Mortgage, guaranteed | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 92 |
| Hartford and New Haven: | | | | | | |
| 1st Mortgage | 754,000 | 6 | Jan. & July. | New York. | 1873 | .... |
| Hartford, Providence and Fishkill: | | | | | | |
| 1st Mort. (R. Island 26.32 m.) | 481,000 | 7 | Jan. & July. | Providence. | 1876 | .... |
| 1st Mort. (Connecticut 96.04 m.) | 1,574,500 | 7 | " " | Hartford. | 1876 | .... |
| Hastings and Dakota: | | | | | | |
| 1st Mortgage | 20,000pm | 7 | Jan. & July. | New York. | 1900 | .... |
| Hempfield: | | | | | | |
| 1st Mortgage (part collateral) | 1,000,000 | 6 | Jan. & July. | Philadelphia. | 1872 | .... |
| Housatonic: | | | | | | |
| 1st Mortgage sinking fund | 191,000 | 7 | Jan. & July. | Bridgeport. | 1877 | .... |
| 2d Mortgage | 100,000 | 7 | Feb. & Aug. | " | 1885 | .... |
| 3d Mortgage of 1869 | 50,000 | 7 | April & Oct. | " | 1889 | .... |
| Houston and Texas Central: | | | | | | |
| 1st Mortgage L.G. skg fund. gold | 3,400,000 | 7* | Jan. & July. | New York. | 1891 | .... |
| Hudson River (N.Y.Cen.& H.R.): | | | | | | |
| 1st Mortgag | 200,000 | 7 | Feb. & Aug. | New York. | 1870 | .... |
| 2d Mortgage, sinking fund | 1,894,000 | 7 | June & Dec. | " " | 1885 | 106 |
| 3d Mortgage | 180,000 | 7 | May & Nov. | " " | 1875 | 103 |
| Huntington and Broad Top Mt.: | | | | | | |
| 1st Mort. (extended 1870 to 1890) | 416,000 | 7 | April & Oct. | Philadelphia. | 1890 | 103 |
| 2d Mortgage | 267,500 | 7 | Feb. & Aug. | " " | 1875 | 86 |
| 1st Mortgage (Consol) | 1,069,000 | 7 | April & Oct. | " " | 1895 | 50 |
| Illinois Central | | | | | | |
| 1st Mortgage Construction | 3,090,000 | 7* | April & Oct. | New York. | 1875 | 105 |
| 1st Mortgage Construction | 332,000 | 6* | " " | " " | 1875 | .... |
| Redemption currency | 2,500,000 | 6 | " " | " " | 1890 | .... |
| *Redemption*, sterling | 2,500,000 | 6* | " " | London. | 1890 | .... |
| Illinois & South. Iowa (T.W.&W.: | | | | | | |
| 1st Mortgage | 300,000 | 7 | Feb. & Aug. | New York. | 1882 | 88 |
| Indiana and Illinois Central: | | | | | | |
| 1st Mortgage.....gold | 2,750,000 | 7* | Jan. & July. | N.Y. & Lond. | 1900 | .... |
| Indianapolis, Blooming. & West.: | | | | | | |
| 1st Mortgage, conv.....gold | 5,000,000 | 7* | April & Oct. | New York. | 1909 | .... |
| 2d Mortgage | 1,500,000 | 8 | " " | " " | 1890 | .... |
| Indianapolis, Cin. and Lafayette: | | | | | | |
| 1st Mortgage (Ind. & Cin.) 95 m | 1,539,500 | 7 | April & Oct. | New York. | 1888 | .... |
| 1st Mortgage (I. C. & L.) 179 m. | 2,770,000 | 7 | Feb. & Aug. | " " | 1897 | .... |
| 1st Mortgage ( " ) 179 m. | 1,566,000 | 7 | June & Dec. | " " | 1899 | 68½ |
| 1st Mortgage (Cin. and Ind.) | 500,000 | 7 | " " | " " | 1893 | .... |
| 2d Mort. (C.&I.) 10, 15 & 20 yrs. | 1,500,000 | 7 | Jan. & July. | " " | '77-'78 | .... |
| Indianapolis, Crawfordsv. & Danv.: | | | | | | |
| 1st Mortgage.....gold | 1,500,000 | 7* | Jan. & July. | New York. | 1888 | .... |
| Indianapolis & Madison (J.M.&I.): | | | | | | |
| 1st Mortgage of May 1, 1862 | 397,000 | 7 | May & Nov. | New York. | 1882 | .... |
| Indianapolis & Vincen. (Pa.R.R.): | | | | | | |
| 1st Mortgage guaranteed | 1,700,000 | 7 | Feb. & Aug. | New York. | 1908 | .... |
| 2d Mortgage guaranteed | 1,480,000 | 7 | May & Nov. | " " | 1889 | .... |
| Ionia & Lansing (D.L.& L. Mich.): | | | | | | |
| 1st Mortgage assumed | 770,000 | 8 | Jan. & July. | New York. | 1879 | .... |
| 2d Mortgage assumed | 300,000 | 8 | May & Nov. | " " | 1880 | .... |
| Iowa Falls & Sioux City (Ill.Cen.): | | | | | | |
| 1st Mortgage of April 1, 1869 | 2,960,000 | 7 | April & Oct. | New York. | 1899 | 79¾ |
| Iowa Midland (C. & N. W.): | | | | | | |
| 1st Mort. of Aug. 1, 1870 guar. | 18,000pm | 8 | Feb. & Aug. | New York. | 1900 | .... |
| Iowa Southern: | | | | | | |
| 1st Mortgage, tax free | 1,000,000 | 7 | June & Dec. | New York. | 1908 | .... |
| Ironton: | | | | | | |
| 1st Mortgage | 130,000 | 7 | May & Nov. | Philadelphia. | 1875 | .... |
| Jackson, Lansing and Saginaw: | | | | | | |
| 1st Mortgage of 1865 | 1,495,000 | 8 | Jan. & July. | New York. | 1885 | 105½ |
| 2d Mort. of 1868 for $500,000 | 100,000 | 8 | March & Sept. | " " | 1888 | 102 |
| Consolidated Mort. for $3,000,000 | ..... | 8 | May & Nov. | " " | 1890 | 99½ |
| Jamest'n & Frank. (L.S.& M.So.): | | | | | | |
| 1st Mortgage guaranteed | 496,000 | 7 | Jan. & July. | New York. | 1897 | ... |
| 2d Mortgage guaranteed | 500,000 | 7 | June & Dec. | " " | 1894 | ... |
| Jefferson (Erie): | | | | | | |
| 1st Mort. (Hawley Section 8 m.) | 204,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| 2d Mort ( " " ) | 96,000 | 7 | " " | " " | 1889 | .... |
| 1st Mort. (Carbondale Sec. 38 m) | 2,000,000 | 7 | " " | " " | 1890 | .... |
| Jeffersonville (J. M. & I.): | | | | | | |
| 2d Mortgage assumed | 2,107,000 | 7 | April & Oct. | New York. | 1878 | .... |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Jeffersonville, Madison & Indian.: | | | | | | |
| 1st Mortgage of Oct. 1, 1866..... | $2,107,000 | 7 | April & Oct. | New York. | 1906 | .... |
| 2d Mortgage of Oct. 1, 1870..... | 2,000,000 | 7 | " " | " " | 1910 | .... |
| 1st Mortgage (Ind & Mad.)guar. | 597,000 | 7 | May & Nov. | " " | 1882 | .... |
| 2d Mortgage (Jeffersonville).... | 345,000 | 7 | April & Oct. | " " | 1873 | .... |
| Louisville Loan (Jefferson.R.R.) | 74,000 | 6 | " " | " " | 1882 | .... |
| Joliet and Chicago (C. & Alton): | | | | | | |
| 1st Mortgage skg fund guar..... | 410,000 | 8 | Jan. & July. | New York. | 1882 | 107 |
| Joliet & Northern Ind. (Mich. C.): | | | | | | |
| 1st Mortgage, guaranteed ..... | 800,000 | 8 | Jan. & July. | New York. | 1874 | .... |
| Junction (Cin. & Indianapolis): | | | | | | |
| 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| 2d Mortgage..... | 800,000 | 7 | March & Sept. | " " | 1893 | .... |
| 1st Mortgage (Newcastle Br.)... | 250,000 | 7 | June & Dec. | " " | 1884 | .... |
| Junction, Philadelphia: | | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1882 | .... |
| 2d Mortgage..... | 300,000 | 6 | April & Oct. | " | 1900 | 91¾ |
| Junction and Breakwater: | | | | | | |
| 1st Mort. guar. by Delaware.... | 400,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| Kalam., Alleg.& Gr.R (LS&MSo.): | | | | | | |
| 1st Mort. assumed by lessees.... | 840,000 | 8 | Jan. & July. | New York. | 1888 | 96 |
| Kalamazoo, & S. Haven (M.Cen.): | | | | | | |
| 1st Mortgage guaranteed..... | 640,000 | 8 | May & Nov. | New York. | 1889 | 104½ |
| Kalam.& Three Riv.(L.S.& M.S.): | | | | | | |
| 1st Mortgage, guaranteed ..... | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... |
| Kalam.& W. Pigeon(L.S.& M.S.): | | | | | | |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Kansas City and Santa Fe: | | | | | | |
| 1st Mortgage, tax free..... | 720,000 | 10 | May & Nov. | New York. | 1890 | .... |
| Kan. City, St. Jo. & Coun. Bluffs: | | | | | | |
| 1st Mortgage (consolid.) 264 m.. | 687,000 | 8 | March & Sept. | N.Y.& Bost'n. | 1890 | .... |
| 1st Mort. (C. B. & St. Jo. 52 m.). | 500,000 | 7 | Jan. & July. | " " | 1880 | .... |
| 2d Mort. ( " " " ). | 150,000 | 10 | " " | " " | 1872 | .... |
| 1st Mort. (St. Jo. & C. B. 80 m.). | 1,400,000 | 10 | March & Sept. | " " | 1892 | 97 |
| 2d Mort. ( " " " ). | 539,500 | 8 | June & Dec. | " " | 1874 | 91 |
| 1st Mort. (Mo. Valley 61 m.).... | 1,500,000 | 7 | Feb. & Aug. | New York. | 1893 | ... |
| 1st Mort. ( " " ).... | 1,500,000 | 7 | " " | " " | 1893 | .... |
| Kansas Pacific (U. Pac. E. D.): | | | | | | |
| 1st Mort. on R.R. 140 m....gold | 2,240,000 | 6* | Feb. & Aug. | New York. | 1895 | .... |
| 1st Mort. on R.R. 254 m....gold | 4,063,000 | 6* | June & Dec. | " | 1896 | .... |
| 1st Mort. on Branch 34 m..... | 600,000 | 7 | May & Nov. | " " | 1896 | .... |
| Land Gr. Mort.on 2,000,000 acres | 318,000 | 7 | March & Sept. | " " | '71-'76 | .... |
| 1st M.on R.R.245 m.& 3,000,000 a | 6,500,000 | 7 | May & Nov. | " " | 1899 | .... |
| 1st M.on lands E.of 380th m.gold | 2,000,000 | 7 | Jan. & July. | " " | 1880 | .... |
| 2d Mort.(U.S.Subsidy) on 394 m. | 6,303,000 | 6 | " " | " " | '95-'97 | .... |
| 3d Mort. Income on 428 m..... | 4,275,000 | 7 | (after 5 years.) | " " | 1916 | .... |
| Kent County (Del.): | | | | | | |
| 1st Mortgage..... | 600,000 | 6 | Jan. & July. | Philadelphia. | 1879 | .... |
| Kentucky Central (Cov.& Lex.): | | | | | | |
| 1st Mortgage March 1852..... | 123,000 | 7 | March & Sept. | New York. | 1872 | .... |
| 2d Mortgage March 1863..... | 844,000 | 7 | " " | " " | 1883 | .... |
| 3d Mortgage June 1:65..... | 237,000 | 7 | June & Dec. | " | 1885 | .... |
| Keokuk, Iowa City and Minn.: | | | | | | |
| 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | New York. | 1891 | .... |
| 2d Mortgage..... | 5,000pm | 7 | " " | " " | 1891 | .... |
| Keokuk and St. Paul (C.B.& Q.): | | | | | | |
| 1st Mortgage, guar. and tax free. | 1,000,000 | 8 | April & Oct. | New York. | 1879 | 95 |
| Lackawanna and Bloomsburg: | | | | | | |
| 1st Mortgage..... | 900,000 | 7 | Jan. & July. | New York. | 1875 | .... |
| 1st Mortgage (Extension)..... | 400,000 | 7 | March & Sept. | Philadelphia. | 1885 | .... |
| 2d Mortgage..... | 500,000 | 7 | April & Oct. | " | 1880 | .... |
| 2d Mortgage (Extension) ..... | 200,000 | 7 | May & Nov. | " | 1890 | .... |
| Income Mortgage..... | 200,000 | 10 | Jan. & July. | " | 1871 | .... |
| Income Mortgage..... | 79,335 | 7 | April & Oct. | " | 1871 | .... |
| La C.,Trempel.& Pres.(C.& N.W): | | | | | | |
| 1st Mortgage, guaranteed..... | 800,000 | 7 | — & — | New York. | .... | .... |
| Lafayette, Bloomington & Miss.: | | | | | | |
| 1st Mortgage..... | 1,300,000 | 8 | — & — | New York. | .... | .... |
| Lafayette, Muncie & Blooming.: | | | | | | |
| 1st Mortgage..... | 1,500,000 | 8 | — & — | New York. | .... | .... |
| Lake Erie and Louisville: | | | | | | |
| 1st Mortgage for $1,600,000..... | 500,000 | 7 | Jan. & July. | New York. | 1893 | .... |
| Lake Shore & Michigan So.: | | | | | | |
| Sunbury B'ds (CP& ARR95½m) | 500,000 | 7 | Jan. & July. | New York. | 1874 | .... |
| Regis. Bonds ( " " ) | 1,000,000 | 7 | " " | " " | 1880 | .... |
| 3d Mortgage ( " " ) | 1,000,000 | 7 | April & Oct. | " " | 1892 | .... |
| Divid'd Bonds (L. S. R.R. 258 m) | 1,500,000 | 7 | " " | " " | 1899 | 97 |
| S. Fund Bonds(LS&MSo1,013m) | 2,000,000 | 7 | " " | " " | 1879 | .... |
| Consol. M. reg.( " " ) | 597,000 | 7 | J. A. J. & O. | " " | 1900 | .... |
| Consol.M.coup( " " ) | 63,000 | 7 | Jan. & July. | " " | 1900 | .... |
| 1st Mort.(M.S.& N.In.RR.521m) | 5,256,000 | 7 | May & Nov. | " " | 1885 | 104 |
| 2d Mort. ( " " " ) | 2,693,000 | 7 | " " | " " | 1877 | 100 |
| 1st Mort. (Junc. R.R. 49½ m.).... | 115,000 | 7 | June & Dec. | " " | 1872 | .... |
| S. Fund (Clev.& Tol.R.R.162½m) | 2,014,000 | 7 | Jan. & July. | " " | 1885 | .... |
| M. of '66( " " " ) | 864,000 | 7 | April & Oct. | " " | 1886 | .... |
| Mort. Bonds(Buff.& E.R.R.88m) | 23,000 | 7 | June & Dec. | " " | 1870 | .... |
| Mort. Bonds( " " ) | 100,000 | 7 | May & Nov. | " " | 1873 | .... |
| Mort. Bonds( " " ) | 200,000 | 7 | Jan. & July. | " " | 1882 | .... |
| Mort. Bonds( " " ) | 300,000 | 7 | March & Sept. | " " | 1356 | .... |
| Mort. Bonds( " " ) | 3,000,000 | 7 | April & Oct. | " " | 1890 | .... |
| 1st Mort.(D.M.& Tol.R.R. 65 m.) | 924,000 | 7 | Feb. & Aug. | " " | 1876 | 97 |
| 1st Mort.(Kal.& W.P. R.R.37 m) | 400,000 | 7 | Jan. & July. | " " | 1890 | .... |
| 1st Mort.(Sch.&Three Riv.R.R.) | 100,000 | 8 | " " | " " | 1887 | .... |
| 1st Mort.(Kal.& Three Riv.R.R.) | 100,000 | 8 | " " | " " | 1887 | .... |
| 1st Mort.(Kal. All.& Gr.R. R.R.) | 840,000 | 8 | " " | " " | 1888 | 95 |
| 1st Mort.(Jamestown & Frank.) | 500,000 | 7 | " " | " " | var | .... |
| 2d Mort. ( " " ) | 500,000 | 7 | June & Dec. | " " | 1894 | .... |
| Lake Superior & Mississippi: | | | | | | |
| 1st M.RR.lands,&c.,SF.free.gold | 4,500,000 | 7* | Jan. & July. | New York. | 1899 | .... |
| Lawrence (P. Ft. W. & Chi.): | | | | | | |
| 1st Mortgage, guaranteed..... | 360,000 | 7 | Feb. & Aug. | Pittsburg. | 1895 | .... |
| Leaven., Lawrence & Galveston: | | | | | | |
| 1st Mort. July 1, 1869 ..... | 5,000,000 | 10 | Jan. & July. | New York. | 1899 | 97½ |
| Lehigh and Lackawanna: | | | | | | |
| 1st Mortgage (tax free) ..... | 300,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | .... |
| Lehigh Valley: | | | | | | |
| 1st Mort. of 1858 ..... | $963,000 | 6 | April & Oct. | Philadelphia. | 1872 | 100 |
| 1st Mort.of 1868(coup&reg.).free | 3,343,000 | 6 | June & Dec. | " | 1898 | 96 |
| 1st Mort.of '70(reg.)for $6,000,000 | 1,050,000 | 7 | Feb. & Aug. | " | 1900 | 100¾ |
| 1st Mort. (Hazleton R.R.)of 1862 | 132,000 | 6 | April & Oct. | " | 1872 | .... |
| Lewey's Island (S. C. & P.): | | | | | | |
| 1st Mortgage (Calais Loan)..... | 130,000 | 6 | June & Dec. | Calais. | 1876 | ... |
| Little Miami & Colum. & Xenia: | | | | | | |
| 1st Mortgage..... | 1,480,000 | 6 | May & Nov. | New York. | 1883 | .... |
| Cincinnati Loan..... | 100,000 | 6 | June & Dec. | Cincinnati. | 1850 | .... |
| 1st Mortgage (Col. & Xenia).... | 307,000 | 6 | March & Sept. | New York. | 1890 | .... |
| 1st Mortgage (D. & Western).. | 275,000 | 7 | Jan. & July. | " " | 1905 | .... |
| 1st Mortgage ( " ).... | 433,000 | 6 | " " | " " | 1905 | ... |
| Little Rock and Fort Smith: | | | | | | |
| 1st Mortgage for $3,500,000 .gold | ..... | 6* | Jan. & July. | Boston | 1899 | .... |
| Little Rock, Pine Bluff & N. O.: | | | | | | |
| 1st Mortgage.....gold | ..... | 7* | — & — | New York. | 1889 | .... |
| Little Schuylkill (P. & Rdg.): | | | | | | |
| 1st Mortgage, guaranteed..... | 783,000 | 7 | April & Oct. | Philadelphia. | 1877 | .... |
| Logansport, Crawf. & S'wstn Ind.: | | | | | | |
| 1st Mortgage.....gold | 1,500,000 | 8 | J. A. J. O. | New York. | 1890 | ... |
| Long Branch and Sea Shore: | | | | | | |
| 1st Mortgage..... | 200,000 | 6 | Jan. & July. | New York. | 1889 | .... |
| Long Island: | | | | | | |
| 1st Mortgage..... | 500,000 | 6 | Jan. & July. | New York. | 1875 | 93 |
| 1st Mortgage (Extension) ..... | 175,000 | 7 | Feb. & Aug. | " " | 1890 | .... |
| 1st Mortgage (Glen Cove Br.)... | 150,000 | 6 | May & Nov. | " " | 1893 | .... |
| General Mortgage of 1869..... | 775,000 | 8 | " " | " " | 1899 | .... |
| Louisville & Miss. Riv. (Ch.& Al): | | | | | | |
| 1st Mortgage, guaranteed..... | 20,000pm | 7 | Jan. & July. | New York. | 1889 | .... |
| Louisville, Cincin. and Lexington: | | | | | | |
| 1st Mortgage (Cincinnati Br.)... | 3,000,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 2d Mortgage (general)..... | 1,000,000 | 8 | April & Oct. | " " | 1900 | .... |
| 1st Mort. (Lo. & Frankfort Br.. | 82,000 | 6 | Jan. & July. | " " | '71-'80 | .... |
| Louisv.Loan ( " ).. | 100,000 | 6 | " " | " " | 1881 | .... |
| 1st Mort. (Lex. & Frankfort)... | 25,000 | 6 | " " | " " | 1874 | .... |
| Louisville and Nashville: | | | | | | |
| 1st Mortgage, (Main Stem) 1858. | 1,285,000 | 7 | Jan. & July. | New York. | 1877 | .... |
| Louisville Loan (Main Stem).... | 849,600 | 6 | April & Oct. | " " | '86-'87 | .... |
| Louisville Loan (Lebanon Br).. | 225,000 | 6 | May & Nov. | " " | 1887 | .... |
| 1st Mortgage (Memphis Br.).... | 197,000 | 7 | " " | " " | '71-'75 | .... |
| 1st Mortgage (Bardstown Br.)... | 1,000 | 7 | Jan. & July. | " " | 1870 | .... |
| 1st Mort. (Lebanon Br. Ext.)... | 88,000 | 7 | May & Nov. | " " | '80-'85 | .... |
| Louisville Loan (Leb. Br. Ext.). | 333,000 | 6 | April & Oct. | " " | 1893 | .... |
| Consolid. mort. of April 1, 1868.. | 5,500,000 | 7 | " " | " " | 1898 | .... |
| Lowell & Lawrence (B. & L.): | | | | | | |
| 1st Mortgage, guaranteed..... | 67,700 | 6 | April & Oct. | Boston. | 1878 | .... |
| Macon and Brunswick: | | | | | | |
| 1st Mort. endorsed by State..... | 1,950,000 | 7 | Jan. & July. | New York. | '87-'90 | .... |
| 2d Mortgage of 1869..... | 1,000,000 | 7 | April & Oct. | " " | 1889 | .... |
| 3d Mort. of 1870 endor.by State. | 1,000,000 | 7 | May & Nov. | " " | 1890 | .... |
| Equipment Mortgage..... | 150,000 | ... | ..... | ..... | .... | .... |
| Macon and Western: | | | | | | |
| 1st Mor,gage of Oct. 1870..... | 150,000 | 7 | April & Oct. | New York. | 1880 | .... |
| Madison and Portage: | | | | | | |
| 1st Mortgage..... | 450,000 | 7 | April & Oct. | New York. | 1895 | .... |
| Maine Central: | | | | | | |
| Loan of 1860-'61 (A. & Ken.) .. | 1,100,000 | 6 | Feb. & Aug. | Boston. | '90-'91 | .... |
| Bonds, exchangeable for new 7s. | 163,000 | 6 | June & Dec. | " | 1871 | .... |
| Loan (new) for $1,100,000..... | 451,200 | 7 | Jan. & July. | " | 1898 | .... |
| Mort. (Ext.) for $500,000....gold | 112,000 | 6* | April & Oct. | " | 1900 | .... |
| 1st Mort.(B.to P.& Ken.)exch.7s | 577,000 | 6 | " " | " | 1872 | ... |
| 2d Mort. (Penob. & Ken.)..... | 159,500 | 6 | Feb. & Aug. | " | 1870 | ... |
| Mansfield & Framigh. (B.C.&F.) | | | | | | |
| 1st Mortgage, guaranteed..... | 300,000 | 7 | Jan. & July. | Boston. | 1889 | 90 |
| Marietta and Cincinnati: | | | | | | |
| 1st *Mortgage*, Sterling..... | 1,050,000 | 7 | Feb. & Aug. | London. | 1891 | .... |
| 1st Mortgage Dollar..... | 2,454,528 | 7 | " " | Baltimore. | 1891 | 96½ |
| 2d Mortgage..... | 2,500,000 | 7 | May & Nov. | " | 1896 | 88¼ |
| 3d Mortgage for $3,000,000..... | 2,000,000 | 8 | Jan. & July. | " | 1890 | 75¼ |
| 1st Mort. (Scioto & Hocking)... | 300,000 | 7 | May & Nov. | New York. | 1896 | .... |
| Baltimore Loan to Union R. R.. | 20,000 | 7 | ..... | Baltimore. | .... | .... |
| Marietta and Pittsburg: | | | | | | |
| 1st Mort. of Aug. 1, 1869....gold | 14,000pm | 7* | Feb. & Aug. | Philadelphia. | 1895 | .... |
| Marquette and Ontonagon: | | | | | | |
| 1st Mortgage..... | 150,000 | 8 | June & Dec. | Boston. | 1875 | .... |
| Maryland and Delaware: | | | | | | |
| 1st Mortgage..... | 850,000 | 6 | May & Nov. | Boston. | 1885 | 50¼ |
| 2d Mortgage..... | 150,000 | 6 | June & Dec. | " | 1889 | .... |
| Memphis and Charleston: | | | | | | |
| 1st Mortgage, Convertible..... | 1,293,000 | 7 | March & Sept. | New York. | 1880 | .... |
| 2d Mortgage..... | 1,000 000 | 7 | Jan. & July. | " " | 1885 | .... |
| Tenn. Loan..... | 1,864,387 | 6 | " " | " " | 1890 | .... |
| Memphis and Little Rock: | | | | | | |
| 1st Mort. (R.R.& 125,000 acres). | 1,300,000 | 8 | May & Nov. | New York. | 1890 | .... |
| Ark. State Loan ..... | 900,000 | 7 | Jan. & July. | " " | 1890 | 58 |
| Memphis and St. Louis: | | | | | | |
| 1st Mort. (R.R.& 630,000 acres). | 5,000,000 | 7 | Jan. & July. | New York. | 1901 | .... |
| Michigan Air Line (Mich. Cen.): | | | | | | |
| 1st Mortgage, guaranteed ..... | 1,960,000 | 8 | Jan. & July | Boston. | 1890 | 107 |
| Michigan Central: | | | | | | |
| 1st *Mortgage*, sterling conv..... | 467,489 | 6* | Jan. & July. | London. | 1872 | .... |
| 1st Mortgage, convertible..... | 563,000 | 8 | April & Oct. | New York. | 1882 | .... |
| 1st Mortgage, sinking fund conv. | 2,294,500 | 8 | " " | " " | 1882 | 119 |
| 1st Mort. (Mich. Air Line R.R.) | 1,900,000 | 8 | Jan. & July. | Boston. | 1890 | 107 |
| 1st Mort. (Gr. Riv. Valley R.R.) | 1,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 2d Mort. ( " " ) | 500,000 | 8 | April & Oct. | " " | 1882 | 103¾ |
| 1st Mort. (Kal.& So.HavenRR.) | 640,000 | 8 | May & Nov. | " " | 1889 | .... |
| 2d Mort. ( " " ) | 70,000 | 8 | Feb. & Aug. | " " | 1890 | 108½ |
| 1st Mort.(Det.,Hills.& Ind.R.R.) | 1,080,000 | 8 | June & Dec. | " " | 1890 | 88½ |
| Michigan Southern & North. Ind.: | | | | | | |
| 1st Mortgage, Sinking Fund.... | 5,256,000 | 7 | May & Nov. | New York. | 1885 | 104 |
| 2d Mortgage..... | 2,693,000 | 7 | " " | " " | 1877 | 100 |
| Middletown,Unionville & W.Gap: | | | | | | |
| 1st Mortgage..... | 225,000 | 7 | Jan. & July. | New York | 1890 | .... |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Midland Pacific: | | | | | | |
| 1st Mortgage .....gold | $1,100,000 | 7* | Jan. & July. | New York. | 1900 | .... |
| Mifflin & Centre Co. (Pa. R. R.): | | | | | | |
| 1st Mortgage, guaranteed ..... | 188,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | .... |
| Milwaukee & Chicago, (C&NW): | | | | | | |
| 1st Mortgage, guaranteed..... | 182 000 | 7 | March & Sept. | New York. | 1874 | .... |
| 2d Mortgage, " ..... | 10,500 | 7 | Jun. & Dec. | " " | 1898 | .... |
| Mil. & Prairie du Chien (M&StP): | | | | | | |
| 1st Mortgage, (assumed) ..... | 3,674,000 | 8* | Feb. & Aug. | New York. | 1898 | .... |
| 2d Mortgage, ( " ) ..... | 1,315,000 | 7.3 | " " | " " | 1898 | .... |
| Milwaukee and St. Paul: | | | | | | |
| 1st Mortgage..... ..... | 5,488,000 | 7 | Jan. & July. | New York. | 1893 | 92½ |
| 1st Mortgage (E. Div. Palmer).. | 792,000 | 8 | May & Nov. | " " | 1874 | ... |
| 1st Mort. (Iowa and Minn. Div.) | 3,792,000 | 7 | Jan. & July. | " " | 1897 | 89 |
| 1st Mortgage (Minn. Cent)..... | 208,000 | 7 | " " | " " | .... | .... |
| 1st Mortgage (Iowa & Dak.).... | 1,008.000 | 7 | " " | " " | .... | 95 |
| 1st Mortgage (P. du C.Div.)..... | 3,674,000 | 8 | Feb. & Aug. | " " | 1898 | 107¾ |
| 2d Mortgage (P du C.Div.)..... | 1,315,000 | 7.3 | " " | " " | 1898 | 93½ |
| 2d Mortgage 370 miles..... | 1,244,000 | 7 | April & Oct. | " " | 1884 | 85 |
| Income Mortgage..... | 20,000 | 7 | Jan. & July. | " " | .... | .... |
| Milwaukee City Loan..... | 234,000 | 7 | March & Sept. | " " | 1873 | .... |
| Milwaukee and Western bonds. | 247,000 | 7 | Jan. & July. | " " | 1891 | .... |
| Real Estate Purchase..... | 148,500 | 7 | various. | " " | .... | .... |
| Incumbrances assumed..... | 35,073 | 7 | " | " " | .... | .... |
| Mineral Point: | | | | | | |
| 1st Mortgage, Dec. 21, 1868..... | 320,000 | 10 | Jan. & July. | New York. | 1890 | .... |
| Minnesota and North Western: | | | | | | |
| 1st Mort. sinking fund.....gold | 20,000pm | 7* | Jan. & July. | New York. | 1895 | .... |
| Mississippi Central: | | | | | | |
| 1st Mortgage (Miss. Cen.)..... | 1,354,000 | 7 | May & Nov. | New York. | 1873 | .... |
| 2d Mortgage ( " )..... | 2,000,000 | 8 | Feb. & Aug. | " " | 1876 | .... |
| 1st Mort. (Miss. Cen. & Tenn.).. | 25.000 | 6 | April & Oct. | " " | 1863 | .... |
| Tennessee Loan bonds ..... | 1,278,920 | 6 | Jan. & July. | " " | 1892 | .... |
| Mississippi, Ouachita & Red Riv.: | | | | | | |
| 1st Mortgage .....gold | 12,000pm | 7* | — & — | New York. | 1900 | .... |
| Land Mort. (257,000 acres)..gold | 1,000,000 | 7* | — & — | " " | 1900 | .... |
| Arkansas State Loan ..... | 10,000pm | 7 | — & — | " " | 1900 | 48 |
| Mississippi and Tennessee: | | | | | | |
| 1st Mortgage of April 1, 1856.... | 600,000 | 7 | April & Oct. | New York. | 1876 | .... |
| Consolidated Mortgage of 1866.. | 1,179,500 | 8 | March & Sept. | " " | '81-'93 | .... |
| Mississippi River: | | | | | | |
| 1st Mortgage..... | 17,000pm | 7 | — & — | New York. | .... | .... |
| Mississippi, Iowa & Nebraska: | | | | | | |
| 1st Mort. of June 1, 1870....gold | ..... | 7* | June & Dec. | New York. | 1910 | .... |
| Missouri, Kansas and Texas: | | | | | | |
| 1st M. RR & land (U.P.S.Br.)SF | 4,145,000 | 6 | Jan. & July. | New York. | 1899 | .... |
| 1st M. (Tebo & Neosho)S.F..gold | 2,000,000 | 7* | June & Dec. | " " | 1903 | .... |
| Consol. L.G. S. F.($14,000,000)g'd | 1,605,000 | 7* | Feb. & Aug. | " " | 1904 | .... |
| Missouri River, Ft. Scott & Gulf: | | | | | | |
| 1st Mortgage of Jan. 1, 1869..... | 5,000,000 | 10 | Jan. & July. | New York. | 1899 | 99 |
| 2d Mortgage of April 15, 1870... | 1,400,000 | 10 | April & Oct. | " " | 1890 | 91 |
| Missouri Valley (K.C.S..J.&C.B.): | | | | | | |
| 1st Mortgage on 61 miles..... | 1,500,000 | 7 | Feb. & Aug. | Boston. | 1893 | .... |
| 1st Mortgage " ..... | 1,000 000 | 7* | " " | " | 1893 | .... |
| Mobile & Alabama Grand Trunk: | | | | | | |
| 1st Mort. endorsed by Ala..... | 16,000pm | 8 | Feb. & Aug. | New York. | .... | .... |
| Mobile Lo'n$1,500,000 end.by Co. | 1,500,000 | 8 | — & — | " " | .... | .... |
| Mobile and Girard: | | | | | | |
| 1st Mortgage..... | 377,500 | 7 | Jan. & July. | New York. | 1877 | .... |
| 2d Mortgage, endorsed by Ala.. | 300,000 | 7 | " " | " " | .... | .... |
| Plain Bonds ..... | 33,500 | 7 | — & — | Mobile. | .... | .... |
| Mobile and Montgomery: | | | | | | |
| 1st Mortgage of 1868..... | 1,250,000 | 8 | May & Nov. | New York. | 1888 | ... |
| Mobile and Ohio: | | | | | | |
| 1st *Mortgage* .....gold } | 5,470,000 | 8* | May & Nov. | New York. | 1882 | .... |
| 1st *Mortgage*.....Sterling } | | 6* | " " | London. | 1882 | .... |
| Interest bonds (10 years)..... | 803,700 | 8 | " " | New York. | 1878 | .... |
| Interest bonds 2nd issue..... | 377,900 | 8 | " | " " | 1883 | .... |
| Interest bonds sterling..... | 755,400 | 6* | " " | London. | 1883 | .... |
| Income Mortgage ..... | 1,151,000 | 8 | various. | New York. | 1883 | ... |
| Montgomery & Erie (Erie): | | | | | | |
| 1st Mortgage..... | 177,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Montgomery and Eufala: | | | | | | |
| 1st Mortgage of 1866, endorsed . | 640,000 | 8 | March & Sept. | New York. | 1886 | .... |
| 1st Mortgage of 1870, endorsed.. | 300,000 | ... | June & Dec. | " " | 1900 | .... |
| Montgomery & West Point(Wtn) | | | | | | |
| Mortgage of 1856..... | 16,000 | 8 | Jan. & July. | New York. | Due. | .... |
| 1st Mortgage..... | 450,000 | 8 | " " | " " | 18 0 | .... |
| 1st Mortgage..... | 298,000 | 8 | " " | " " | 1876 | .... |
| 2d Mortgage..... | 254,000 | 8 | " " | " " | 1881 | .... |
| Income Mortgage..... | 594,600 | 8 | various. | Montgomery. | var. | .... |
| Montreal & Champlain: | | | | | | |
| 1st Mortgage Sterling £181,400.. | 882,813 | 6 | Jan. & July. | London. | 1890 | .... |
| 2d Mortgage..... | 370,000 | 8 | " " | New York. | 1879 | .... |
| Morris and Essex: | | | | | | |
| 1st Mortgage, Sinking Fund.... | 5,000,000 | 7 | March & Sept. | New York. | 1914 | 105 |
| 2d Mortgage..... | 3,000,000 | 7 | Feb. & Aug. | " " | 1891 | 99 |
| Convertible bonds..... .... | 600,000 | 7 | Jan. & July. | " " | 1900 | .... |
| Construction bonds..... | 3,584,000 | 7 | Feb. & Aug. | " " | 1889 | 93½ |
| Muscatine (South-Western): | | | | | | |
| 1st Mortgage..... | 330,000 | 7 | Jan. & July. | Savannah. | 1887 | .... |
| Nashville and Chattanooga: | | | | | | |
| 1st Mortgage, endorsed by Tenn. | 1,546,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| 1st Mortgage not endorsed..... | 23,000 | 6 | " " | " " | 1890 | .... |
| Tenn. State Loan ..... | 150,000 | 6 | " " | " " | 1892 | .... |
| Tenn. State Loan (Jasper Br.).. | 245,000 | 6 | " " | " " | 1900 | .... |
| Nashville and Decatur: | | | | | | |
| 1st Mort., Tenn. State Loan.... | 2,629,042 | 6 | Jan. & July | New York. | 1892 | .... |
| 2d Mortgage ..... | 500,000 | 6 | " " | " | 1870 | .... |
| Income Bonds (Tenn. and Ala.). | 200,000 | 10 | April & Oct. | " " | 1887 | .... |
| Consols for $2,100,000at7or6 gold | ..... | 7 | — & — | " " | 1901 | .... |
| National (N. Jersey): | | | | | | |
| 1st Mortgage for $7,200,000 ..... | ..... | 7 | — & — | New York. | 1901 | .... |
| Naugatuck: | | | | | | |
| 1st Mortgage, of 1856..... | 120,500 | 7 | Jan. & July. | Bridgeport. | 1876 | .... |
| Newark and New York (Cent.): | | | | | | |
| 1st Mortgage..... | $600,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| Newark, Somerset & Straitsville | | | | | | |
| 1st Mortgage..... | 800,000 | 7 | May & Nov. | New York. | 1889 | .... |
| New Bedford and Taunton: | | | | | | |
| 1st Mortgage..... | 172 500 | 6 | Jan. & July. | Boston. | 1881 | .... |
| New Brunswick and Canada: | | | | | | |
| 1st *Mortgage*, Sterling £200,000.. | 972,000 | 6* | May & Nov. | London. | 1867 | .... |
| Newburg & New York (Erie): | | | | | | |
| 1st Mortgage for $600,000..... | 250,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| New Canaan: | | | | | | |
| 1st Mortgage..... ..... | 75,756 | 7 | April & Oct | New York. | 1889 | .... |
| Newcastle and Beaver Valley: | | | | | | |
| 1st Mortgage for $150,000..... | 91,800 | 7 | May & Nov. | Philadelphia. | 1882 | .... |
| New Haven and Darby: | | | | | | |
| 1st Mortgage for $150.000..... | 150,000 | 7 | May & Nov. | New Haven | 1888 | .... |
| New H., Middlet'n & Williman.: | | | | | | |
| 1st Mort. for $3,000,000, tax free. | 2,200,000 | 7 | May & Nov. | New Haven. | 1889 | .... |
| 2d Mortgage for $1,500,000..... | ..... | 6 | Jan. & July. | " | 1891 | .... |
| New H. & Northampton (Canal). | | | | | | |
| 1st Mortgage..... | 1 000,000 | 7 | Jan. & July. | New York. | 1899 | .... |
| Convertible, tax free... ..... | 400,000 | 6 | April & Oct. | " " | 1880 | .... |
| New Jersey (Pennsylvania): | | | | | | |
| 1st Loan..... | 300,000 | 6 | Feb. & Aug. | New York. | 1875 | .... |
| 2d Loan ..... | 450,000 | 6 | " " | " " | 1878 | .... |
| 3d (State Loan)..... | 100,000 | 6 | " " | " " | 1887 | .... |
| New Jersey Midland (NY.&OM.): | | | | | | |
| 1st Mortgage... .....gold | 3,000,000 | 7* | Jan. & July. | New York. | 1895 | .... |
| 2d Mortgage.....currency | 400,000 | 7 | " " | " " | 1891 | .... |
| New Jersey Southern: | | | | | | |
| 1st Mortgage of Sept. 19, 1869... | 2,000,000 | 7 | May & Nov. | New York. | 1889 | 80 |
| 1st Mortgage (Tom's Riv. Br.).. | 120,000 | 6 | Feb. & Aug. | " " | 1890 | .... |
| New Jersey West Line: | | | | | | |
| 1st Mort. for $3,000,000.....gold | ..... | 7* | May & Nov. | New York. | 1900 | .... |
| New London Northern: | | | | | | |
| 1st Mortgage..... | 51,000 | 7 | June & Dec. | New London. | 1875 | .... |
| 1st Mortgage, Extended..... | 350,000 | 7 | March & Sept. | " " | 1885 | .... |
| Consol. Mortgage ..... | 230,000 | 7 | April & Oct. | New York. | 1888 | .... |
| New O., Baton-Rouge & Vicksb'g: | | | | | | |
| 1st Mortgage.....gold | 12,500pm | 8* | — & — | New York. | 1910 | .... |
| 2d Mort. endor. by Louis...gold | 12,500pm | 8* | — & — | " " | 1910 | .... |
| N. Orleans, Jackson & Gt. North.. | | | | | | |
| 1st Mortgage of July 1, 1856.gold | 3,000,000 | 8* | Jan. & July. | Lond. & N.Y. | 1886 | .... |
| 2d Mortgage of Oct. 1, 1860..gold | 1,500,000 | 8* | April & Oct. | New York. | 1890 | .... |
| Income Mortgage of 1870...gold | 2,000,000 | 7* | — & — | New Orleans. | 1890 | .... |
| City Extension Mort.....gold | 1,000,000 | 7* | — & — | " " | 1890 | .... |
| New Orleans, Mobile and Texas: | | | | | | |
| 1st Mortgage, skg fd, 227 m.gold | 12,500pm | 7* | Jan. & July. | N.Y. or Lond. | 1915 | .... |
| 1st Mortgage, skg fd, 227 m.cur. | 12,500pm | 8 | " " | New York. | 1915 | .... |
| 2d Mortgage on 227 miles...cur. | 12,500pm | 8 | " " | " " | 1915 | .... |
| New Orleans and Selma: | | | | | | |
| 1st Mort. endor. by Ala..... | 16,000pm | 8 | Jan. & July. | New York. | 1900 | .... |
| New York and Boston: | | | | | | |
| 1st Mortgage .....gold | 3,000,000 | 7* | May & Nov. | N.Y. or Lond. | 1889 | .... |
| New York Central: | | | | | | |
| Debt Certif. & Premium Bonds. | 5,936,626 | 6 | May & Nov. | New York. | 1883 | 92½ |
| Bonds for Debts assumed..... | 1,514,000 | 7 | May & Nov. | " " | 1876 | 104 |
| Bonds for B. & N. Falls R.R.S't. | 76,000 | 6 | Feb. & Aug. | " " | 1883 | .... |
| Bonds for railroad stocks..... | 592,000 | 6 | " " | " " | 1883 | .... |
| Bonds for real estate..... | 162,000 | 6 | " " | " " | 1883 | .... |
| Bonds and mortgages for R. E.. | 22,800 | 7 | various. | " " | var. | .... |
| Bonds Convertible till Aug.1, '69 | 195,000 | 7 | Feb. & Aug. | " " | 1876 | .... |
| Bonds in place of bonds of 1854. | 2,900,000 | 6 | June & Dec. | " " | 1887 | 94½ |
| 1st Mort. (Hudson Riv.R.R.).. | 200,000 | 7 | Feb. & Aug. | " " | 1870 | .... |
| 2d Mort. ( " " )S. F. | 1,891,000 | 7 | June & Dec. | " " | 1885 | .... |
| 3d Mort. ( " " ).... | 180,000 | 7 | May & Nov. | " " | 1875 | .... |
| Conv. B'ds( " " )..... | 8,000 | 7 | " " | " " | 1867 | .... |
| New York and Fort Lee (Erie): | | | | | | |
| 1st Mortgage..... | 20,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| New York & Flushing(F.&N.S.) | | | | | | |
| 1st Mortgage..... | 135,000 | 7 | — & — | New York. | 1876 | .... |
| New York and Harlem: | | | | | | |
| 1st Mortgage of 1853 ..... | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 101½ |
| 4th Mortgage of 1861..... | 99.500 | 7 | June & Dec. | " " | 1871 | .... |
| Consolidated mortgage of 1863.. | 1,767,000 | 6 | Feb. & Aug. | " " | 1893 | 93 |
| Sinking Fund mortgage of 1861. | 112,305 | 7 | Jan. & July. | " " | 1881 | .... |
| Bonds of 1853, unsecured..... | 106,000 | 7 | " " | " " | 1872 | .... |
| N. York, Housatonic & Northern: | | | | | | |
| 1st Mortgage..... | 141,500 | 7 | — & — | New York. | 1889 | .... |
| New York and New Haven: | | | | | | |
| 1st Mortgage..... | 1,059,500 | 6 | April & Oct. | New York. | 1875 | 100 |
| New York & Oswego Midland: | | | | | | |
| 1st Mort. for $8,000,000.....gold | 3,800,000 | 7* | Jan. & July. | New York. | 1894 | .... |
| New York, Providence & Boston: | | | | | | |
| 1st Mortgage..... | 83,000 | 6 | Feb. & Aug. | New York. | 1873 | .... |
| 1st Mortgage..... | 80,000 | 6 | " " | " " | 1878 | .... |
| Consol. Mort. for $1.000,000..... | 512,000 | 7 | Jan. & July. | " " | 1899 | .... |
| Niles and New Lisbon: | | | | | | |
| 1st Mortgage ..... | 500,000 | 7 | — & — | Philadelphia. | 1889 | .... |
| Norfolk County (B. H. & Erie): | | | | | | |
| 1st Mortgage, guaranteed ..... | 414 350 | 6 | March & Sept. | Boston. | 1854 | .... |
| Norfolk & Petersburg(A.M.& O.): | | | | | | |
| 1st Mortgage..... | 110,500 | 7 | Jan. & July. | New York. | 1877 | .... |
| 1st Mortgage..... | 396,000 | 8 | " " | " " | 1877 | .... |
| 2d Mortgage for $500,000..... | 416,000 | 8 | " " | Norfolk. | 1893 | .... |
| North Carolina: | | | | | | |
| Mortgage Bonds..... | 89,500 | 8 | May & Nov. | Shops, N. C. | 1877 | .... |
| Mortgage Bonds..... | 193.500 | 8 | " " | " " | 1877 | .... |
| Mortgage Bonds..... | 209,000 | 8 | " " | " " | 1888 | .... |
| North Eastern | | | | | | |
| 1st Mortgage..... | 31,500 | 7 | March & Sept. | Charleston. | 1869 | .... |
| 2d Mortgage ..... | 69,500 | 7 | " " | " | 1868 | .... |
| General Mortgage 1st Preference | 773,000 | 7 | " " | " | 1899 | .... |
| General Mortgage 2d Preference | 141,500 | 7 | " " | " | 1899 | .... |
| Funded Interest..... | 117,495 | 7 | " " | " | 1875 | .... |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| **North Missouri:** | | | | | | |
| 1st Mortgage of Jan. 1865 | $6,000,000 | 7 | Jan. & July. | New York. | 1895 | 91½ |
| 2d Mortgage of Oct. 1868 | 4,000,000 | 7 | April & Oct. | " " | 1888 | .... |
| 3d M. of Oct. 1869 (7 p.c after 5yrs) | 3,000,000 | 10 | " " | " " | 1888 | .... |
| **North Pennsylvania:** | | | | | | |
| 1st Mortgage | 2,250,000 | 6 | Jan. & July. | Philadelphia. | 1885 | 99⅞ |
| Chattel Mortgage | 360,000 | 10 | April & Oct. | " | 1877 | 110 |
| 2d Mortgage | 1,246,000 | 7 | May & Nov. | " | 1896 | 96⅝ |
| **Northern Central:** | | | | | | |
| 1st Mortgage, Md. State loan | 1,500,000 | 6 | J. A. J. & O. | Baltimore. | Irred. | .... |
| 2d Mortgage | 2,500,000 | 6 | Jan. & July. | " | 1885 | 92½ |
| 3d Mortgage | 1,223,000 | 6 | April & Oct. | " | 1900 | 89½ |
| 3d Mortgage (York & Cumb. RR) | 500,000 | 6 | Jan. & July. | " | 1877 | .... |
| Consol. Mort. of July 1868 | 2,019,000 | 6* | " " | " | 1900 | 93½ |
| Income conv. of April 1, 1870 | 475,000 | 7 | April & Oct. | " | 1880 | .... |
| **Northern New Hampshire:** | | | | | | |
| 1st Mortgage | 115,000 | 6 | April & Oct. | Boston. | 1874 | .... |
| **Northern New Jersey (Erie):** | | | | | | |
| 1st Mortgage, guaranteed | 400,000 | 7 | Jan. & July. | New York. | 1878 | .... |
| **Northern Pacific:** | | | | | | |
| 1st Mort. on R.R. & lands...gold | 50,000pm | 7.3 | Jan. & July. | New York. | 1900 | .... |
| **North Western Virginia:** | | | | | | |
| 2d Mortgage (assumed B. & O.) | 458,500 | 6 | Jan. & July. | Baltimore. | 1873 | 99 |
| 3d Mortgage ( " " ) | 140,000 | 6 | " " | " | 1885 | 91 |
| **Norwich and Worcester:** | | | | | | |
| 1st Mort. State Loan | 400,000 | 6 | Jan. & July. | Boston. | 1877 | .... |
| Plain bonds | 59,000 | 7 | June & Dec. | " | 1874 | .... |
| Steamboat bonds | 45,000 | 7 | Feb. & Aug. | " | 1870 | .... |
| Construction bonds | 250,000 | 7 | Jan. & July. | " | 1877 | .... |
| New bonds of 1870 | 22,000 | 7 | " " | " | 1890 | .... |
| **Nyack and Northern:** | | | | | | |
| 1st Mortgage | 100,000 | 7 | Jan. & July. | New York | 1890 | ... |
| **Oakland & Ottawa (D. & M.):** | | | | | | |
| 1st Mortgage (assumed) sterling | 150,867 | 6* | May & Nov. | London. | 1873 | .... |
| 1st Mortgage ( " ) dollar | 51,000 | 7 | " " | New York. | 1873 | .... |
| **Ogdensburg and Lake Champlain:** | | | | | | |
| 1st Mort. conv. into pref. stock | 4,600 | 7 | Jan. & July. | Boston. | 1869 | .... |
| 2d Mort. conv. into com. stock | 25,200 | 7 | April & Oct. | " | 1861 | .... |
| Equipment mortgage of 1868-'69 | 500,000 | 8 | Jan. & July. | " | 1879 | 102 |
| **Ohio and Mississippi:** | | | | | | |
| 1st Mortgage, (E. Div.) | 2,950,000 | 7 | Jan. & July. | New York. | 1872 | 99½ |
| 1st Mortgage, (W. Div.) | 850,000 | 7 | " " | " " | 1872 | .... |
| 2d Mortgage, (W. Div) conv | 534,000 | 7 | " " | " " | 1874 | 87 |
| Income Mort., (W. Div.) | 221,500 | 7 | April & Oct. | " " | 1882 | .... |
| Funded Debts Mort. (W. Div.) | 16,500 | 7 | " " | " " | 1882 | .... |
| Consolidated Mort. | 2,761,000 | 7 | Jan. & July. | " " | 1898 | 94½ |
| Consolidated Mort. (sterling) | 101,850 | 7 | " " | London. | 1898 | .... |
| **Oil Creek and Allegheny River:** | | | | | | |
| 1st Mortgage | 1,500,000 | 7 | Feb. & Aug. | Philadelphia. | 1896 | 86 |
| 1st Mortgage | 580,000 | 7 | April & Oct. | " | 1882 | .... |
| 1st Mortgage | 200,000 | 7 | June & Dec. | " | 1871 | .... |
| 2d Mortgage | 71,000 | 7 | May & Nov. | " | 1871 | .... |
| Consolidated Mortgage | 819,000 | 7 | " " | " | 1888 | .... |
| **Old Colony and Newport:** | | | | | | |
| Plain Bonds | 1,388,000 | 7 | Feb. & Aug. | Boston. | 1877 | 103 |
| Plain Bonds | 1,000 | 6 | March & Sept. | " | 1874 | 94¾ |
| Plain Bonds | 485,000 | 6 | April & Oct. | " | 1875 | 96½ |
| Plain Bonds | 1,000,000 | 6 | March & Sept. | " | 1876 | 97¾ |
| Plain Bonds | 34,000 | 6 | " " | " | 1884 | .... |
| **Omaha and Southwestern:** | | | | | | |
| 1st Mort. (North Platte Div.) | 300,000 | 8 | June & Dec. | New York. | 1890 | .... |
| **Orange, Alexandria & Manassas:** | | | | | | |
| 1st Mort. (Alex. to Gordonsville) | 400,000 | 6 | May & Nov. | New York. | 1873 | 90 |
| 2d Mort. (Charlotte to Lynchb.) | 1,155,500 | 6 | Jan. & July. | " " | 1875 | 82½ |
| 3d Mort. " " | 598,000 | 8 | May & Nov. | Richmond. | 1873 | 93 |
| 4th Mort. " " | 574,000 | 8 | March & Sept. | Alexandria. | 1880 | 80 |
| Consolidated Mort. | 1,645,500 | 7 | Jan. & July. | New York. | 1882 | 85 |
| Va. State Loan | 249,962 | 7 | " " | " " | 1893 | .... |
| **Osage Valley & Southern Kansas:** | | | | | | |
| 1st Mortgage (5-20 years) | 200,000 | 10 | Jan. & July. | New York. | 1888 | .... |
| **Oswego and Rome (R.W. & O.):** | | | | | | |
| 1st Mortgage guar. | 500,000 | 7 | May & Nov. | New York. | 1916 | .... |
| Income Mortgage guar. | 112,100 | 6 | Feb. & Aug. | " " | 1891 | .... |
| **Oswego and Syracuse (D.L.& W.):** | | | | | | |
| 1st Mortgage, guaranteed | 112,000 | 7 | May & Nov. | New York. | '70-'80 | .... |
| 2d Mortgage, guaranteed | 375,000 | 7 | " " | " " | 1885 | .... |
| **Ottawa, Osw. & Fox R.V. (CB&Q):** | | | | | | |
| 1st Mort., traffic guar & tax free | 1,200,000 | 8 | Jan. & July. | Boston. | 1890 | .... |
| **Owensboro' and Russellville:** | | | | | | |
| 1st Mortgage | 200,000 | 6 | April & Oct. | New York. | 1886 | .... |
| **Pacific of Mo.:** | | | | | | |
| 1st Mort., construction (Dresden) | 74,000 | 6* | Feb. & Aug. | New York. | 1880 | .... |
| 1st Mortgage...gold | 7,000,000 | 7* | Jan. & July. | " " | 1880 | 99⅞ |
| Real Estate Bonds | 500,000 | 10 | various. | St. Louis. | var. | .... |
| St. Louis County Loan | 700,000 | 6 | Feb. & Aug. | " | '71-'73 | .... |
| **Panama:** | | | | | | |
| Sterling Bonds £152,775 at 4.85 | 740,959 | 7* | Feb. & Aug. | London. | 1872 | .... |
| Sterling Bonds £19,350 at 4.85 | 93,847 | 7* | April & Oct. | " | 1875 | .... |
| Sterling Bonds £597,800 at 4.85 | 3,869,330 | 7* | " " | " | 1897 | .... |
| **Paterson and Newark (Erie):** | | | | | | |
| 1st Mortgage guaranteed | 500,000 | 7 | Jan. & July. | New York. | 1885 | .... |
| **Paterson and Ramapo (Erie):** | | | | | | |
| 1st Mortgage, guaranteed | 85,000 | 7 | May & Nov. | New York. | 1878 | .... |
| **Pekin, Junc. & Decatur (TW&W):** | | | | | | |
| 1st Mortgage...gold | 16,000pm | 7* | Feb. & Aug. | New York. | 1901 | .... |
| **Pemberton & Hightstown (C&A):** | | | | | | |
| 1st Mortgage endorsed | 160,000 | 7 | Jan. & July. | New York. | 1877 | .... |
| **Pennsylvania:** | | | | | | |
| 1st Mort. } Harrisb. to Pittsb. | 4,972,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 99⅞ |
| 2d Mort. } Harrisb. to Pittsb. | 2,594,000 | 6 | April & Oct. | " | 1875 | 100 |
| 2d M. stg. } Harrisb. to Pittsb. | 2,282,840 | 6* | " " | London. | 1875 | .... |
| General Mortgage | 15,784,500 | 6 | J. A. J. & O. | Philadelphia. | 1910 | 94 |
| State lien on whole property | 5,924,717 | 5 | April & Oct. | Harrisburg. | '71-'90 | .... |
| Debentures or Short Bonds | 1,109,224 | 6 | J. A. J. & O. | Philadelphia. | 1871 | .... |
| Mortgages and ground rents | 102,809 | 6 | various. | " | var. | .... |
| **Pemberton & N. York (N.J.S.):** | | | | | | |
| 1st Mortgage, guaranteed | $375,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| **Peninsula (C. & N. W.):** | | | | | | |
| 1st Mortgage, guaranteed | 855,000 | 7 | March & Sept. | New York. | 1898 | 91½ |
| **Peninsular (Mich. Ind. & Ill.):** | | | | | | |
| 1st Mortgage...gold | 1,800,000 | 7* | May & Nov. | New York. | 1899 | .... |
| **Pennsylvania and New York:** | | | | | | |
| 1st Mortgage | 1,500,000 | 7 | June & Dec. | Philadelphia. | 1896 | 97 |
| 1st Mortgage | 1,500,000 | 7 | " " | " | 1906 | .... |
| **Penobscot and Kennebec (M. C.):** | | | | | | |
| 1st Mortgage (Bangor Loan) | 577,000 | 6 | April & Oct. | Bangor. | 1872 | .... |
| 2d Mortgage | 159,500 | 6 | Feb. & Aug. | Boston. | 1870 | .... |
| **Peoria & Bureau Val (C.R.I.& P.)** | | | | | | |
| 1st Mortgage guaranteed | 600,000 | 8 | Jan. & July. | New York. | 1877 | .... |
| **Peoria & Hannibal (C. B. & Q.):** | | | | | | |
| 1st Mortgage, tax free | 600,000 | 8 | Jan. & July. | Boston. | 1878 | .... |
| **Peoria, Pekin and Jacksonville:** | | | | | | |
| 1st Mort. of May 1, 1867 | 1,000,000 | 7 | Jan. & July | New York. | 1894 | .... |
| 2d Mort. of Oct. 1, 1870, tax free | 1,000,000 | 7 | April & Oct. | " " | 1900 | .... |
| **Peoria and Rock Island:** | | | | | | |
| 1st Mortgage | 1,500,000 | 7* | April & Oct. | New York. | 1900 | .... |
| **Perkiomen (Phila. & Rdg):** | | | | | | |
| 1st Mortgage | 610,200 | 6 | April & Oct. | Philadelphia. | 1897 | 79 |
| **Perth Amboy and Woodbridge:** | | | | | | |
| 1st Mortgage, guaranteed | 100,000 | 6 | — & — | New York. | 1886 | .... |
| **Petersburg:** | | | | | | |
| Mortgage Bonds | 3,094 | 6 | Jan. & July. | New York. | 1871 | .... |
| Mortgage Bonds | 25,500 | 7 | " " | " " | 1865 | .... |
| Mortgage Bonds | 266,500 | 8 | " " | " " | 79-'98 | .... |
| **Philadelphia and Baltimore Cent.:** | | | | | | |
| 1st Mortgage (Penn. Div.) | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | .... |
| 1st Mortgage (Md. Div.) | 300,000 | 6 | " " | " | 1891 | .... |
| **Philadelphia and Erie (Penn.):** | | | | | | |
| 1st Mortgage | 5,000,000 | 6½ | March & Sept. | Philadelphia. | 1881 | 92 |
| 2d Mortgage | 3,000,000 | 7 | Jan. & July. | " | 1888 | 89 |
| 3d Mortgage | 3,598,000 | 6 | " " | " | 1920 | .... |
| 1st Mortgage (Sunbury & Erie.) | 1,000,000 | 6½ | April & Oct. | " | 1877 | 99½ |
| **Philadelphia, Germant. & Norist:** | | | | | | |
| 1st Mort. Convertible | 25,400 | 6 | Jan. & July. | Philadelphia. | 1882 | .... |
| **Philadelphia and Reading:** | | | | | | |
| Debenture Loan of 1861 | 100,000 | 6 | Jan. & July. | Philadelphia. | 1871 | .... |
| Debenture Loan of 1868 | 1,121,000 | 6 | " " | " | 1893 | 85 |
| Debenture Loan of 1870 | 2,625,000 | 7 | " " | " | 1890 | .... |
| Mortgage Loan of 1857, conv. | 143,500 | 6 | " " | " | 1886 | .... |
| Mort. Loans of 1843-44-48 & 49. | 1,521,000 | 6 | " " | " | 1880 | 92 |
| Mortgage Loan of 1868 | 2,700,000 | 7 | April & Oct. | " | 1893 | 106 |
| Sterling Loan of 1836 | 182,400 | 5* | Jan. & July. | London. | 1880 | .... |
| Sterling Loan of 1843 | 976,800 | 6* | " " | " | 1880 | .... |
| Sterling Loan of 1836 | 288,000 | 7* | " " | " | '72-'77 | .... |
| **Philadelphia, Wilmington & Balt.:** | | | | | | |
| Mortgage, convertible | 349,000 | 6 | Jan. & July. | Philadelphia. | 1884 | .... |
| Plain Bonds | 600,000 | 6 | April & Oct. | " | 1871 | .... |
| Plain Bonds | 400,000 | 6 | " " | " | 1876 | .... |
| Plain Bonds | 1,000,000 | 6 | " " | " | 1887 | .... |
| **Pittsburg, Cin. & St. Louis (Pa.):** | | | | | | |
| 1st Mortgage, guaranteed | 6,207,000 | 7 | Feb. & Aug. | Philadelphia. | 1890 | .... |
| 2d Mort., conv. (Steubenv. & Ind.) | 3,820,000 | 6 | March & Sept. | " | .... | 75½ |
| **Pittsburg & Connellsville (B.& O.):** | | | | | | |
| 1st Mortgage, tax free | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 91½ |
| 2d Lien Balt. Loan | 1,000,000 | 6 | " " | " | 1886 | .... |
| Turtle Creek Div. bonds | 400,000 | 6 | Feb. & Aug. | New York. | 1889 | .... |
| Real Estate bonds | 100,000 | 6 | various. | Baltimore. | 1883 | .... |
| **Pittsburg, Ft. Wayne & Chicago:** | | | | | | |
| 1st Mortgage (Series A) | 875,000 | 7 | Jan. & July. | New York. | 1912 | 104½ |
| 1st Mortgage (Series B) | 875,000 | 7 | Feb. & Aug. | " " | 1912 | .... |
| 1st Mortgage (Series C) | 875,000 | 7 | March & Sept. | " " | 1912 | .... |
| 1st Mortgage (Series D) | 875,000 | 7 | April & Oct. | " " | 1912 | .... |
| 1st Mortgage (Series E) | 875,000 | 7 | May & Nov. | " " | 1912 | .... |
| 1st Mortgage (Series F) | 875,000 | 7 | June & Dec. | " " | 1912 | .... |
| 2d Mortgage (Series G) | 860,000 | 7 | Jan. & July. | " " | 1912 | 101½ |
| 2d Mortgage (Series H) | 860,000 | 7 | Feb. & Aug. | " " | 1912 | .... |
| 2d Mortgage (Series I) | 860,000 | 7 | March & Sept. | " " | 1912 | .... |
| 2d Mortgage (Series K) | 860,000 | 7 | April & Oct. | " " | 1912 | .... |
| 2d Mortgage (Series L) | 860,000 | 7 | May & Nov. | " " | 1912 | .... |
| 2d Mortgage (Series M) | 860,000 | 7 | June & Dec. | " " | 1912 | .... |
| 3d Mortgage | 2,000,000 | 7 | April & Oct. | " " | 1912 | 92½ |
| Bridge (O. & P. R. R.) bonds | 153,000 | 7 | May & Nov. | " " | 1876 | .... |
| Equipment Mort. of Mar. 1, 1869 | 1,000,000 | 8 | March & Sept. | " " | 1874 | .... |
| Construction bonds of Jan. 1, '70 | 100,000 | 7 | Jan. & July. | " " | 1877 | .... |
| **Port Huron & Lake Michigan:** | | | | | | |
| 1st Mortgage of May 1, 1869 | 1,800,000 | 7* | May & Nov. | New York. | 1899 | .... |
| **Portland and Kennebec:** | | | | | | |
| 1st Mort. (K.& P.R.R.) 1851-'61 | 224,800 | 6 | April & Oct. | Portland. | 1883 | .... |
| Funded Int. bonds Oct. 1, 1863 | 22,648 | 6 | " " | Boston. | 1883 | .... |
| Consol. (P.& K.R.R.) Apr. 1, 1865 | 790,700 | 6 | " " | " | 1895 | .... |
| Portland loan | 100,000 | 6 | — & — | " | .... | .... |
| Stock certificates (Yarmouth) | 202,400 | 6 | April & Oct. | Portland. | .... | .... |
| **Portland and Oxford Central:** | | | | | | |
| 1st Mortgage of 1863 | 250,000 | 6 | — & — | Portland. | 1883 | .... |
| **Port Royal:** | | | | | | |
| 1st Mort. skg f'd conv...gold | 2,500,000 | 7* | May & Nov. | Lond. & N.Y. | 1889 | .... |
| **Portsmouth, Gt. Falls & Conway:** | | | | | | |
| 1st Mortgage | 200,000 | 6 | — & — | Boston. | 1889 | .... |
| **Potsdam & Watertown (R.W&O)** | | | | | | |
| 1st Mortgage, guaranteed | 345,500 | 7 | June & Dec. | New York | '72-'74 | .... |
| **Pougkeepsie and Eastern:** | | | | | | |
| 1st Mort. conv. & tax free...gold | 800,000 | 7* | Jan. & July. | New York. | 1910 | .... |
| **Providence, Warren and Bristol:** | | | | | | |
| 1st Mortgage of 1868 | 55,000 | 8 | June & Dec. | Providence. | 1877 | .... |
| **Quincy and Toledo (T., W.& W.):** | | | | | | |
| 1st Mortgage, assumed | 500,000 | 7 | May & Nov | New York. | 1890 | 93 |
| **Quincy & Warsaw (C. B. & Q.):** | | | | | | |
| 1st Mort. guar. and tax free | 800,000 | 8 | Jan. & July. | Boston. | 1890 | 106½ |
| **Raleigh and Gaston:** | | | | | | |
| 1st Mortgage | 50,000 | 8 | Jan. & July. | Raleigh. | 1877 | .... |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where. | Due. | Price. |
|---|---|---|---|---|---|---|
| Reading and Columbia (P.& R.): | | | | | | |
| 1st Mortgage, guaranteed | $650,000 | 7 | March & Sept. | Philadelphia. | 1882 | .... |
| 2d Mortgage, guaranteed | 350,000 | 7 | June & Dec. | " | 1884 | .... |
| Rensselaer and Saratoga: | | | | | | |
| 1st Mortgage | 150,000 | 7 | Jan. & July. | New York | 1873 | .... |
| 2d Mortgage | 300,000 | 7 | " " | " " | 1880 | .... |
| 3d Mortgage | 150,000 | 7 | " " | " " | 1887 | .... |
| 1st Mortgage (S. & W.)assumed | 400,000 | 7 | March & Sept. | " " | 1886 | .... |
| 1st Mort. (T., S. & R.)assumed. | 500,000 | 7 | May & Nov. | " " | 1890 | .... |
| 1st Mortgage (G.F.Br.)assumed. | 125,000 | 7 | Jan. & July. | " " | 1894 | .... |
| Richmond and Danville: | | | | | | |
| Virginia skg fund Loan | 600,000 | 6 | Jan. & July. | New York. | 1880 | .... |
| 1st Mortgage guar. by Va | 158,100 | 6 | " " | " " | 1875 | 80¾ |
| Consolidated, Mort | 1,722,600 | 6 | May & Nov. | N. Y. & Rich. | '75-'90 | .... |
| 4th Mortgage | 64,500 | 6 | — & — | Richmond. | '73-'75 | .... |
| Bonds to Roanoke Val. R.R.Co. | 129,600 | 6 | Feb. & Aug. | " | '71-'76 | .... |
| Rich., Fredericksburg & Potomac: | | | | | | |
| Sterling Bonds | 67,777 | 6* | Jan. & July. | London. | 1875 | .... |
| Dollar Bonds | 124,489 | 6 | " " | Richmond. | var | .... |
| Dollar Bonds | 274,228 | 7 | " " | " | var | .... |
| Richmond and Petersburg: | | | | | | |
| Mortgage (old) various | 151,296 | var | various. | N. Y. & Rich. | var | .... |
| Mortgage of April 1, 1870 | 175,000 | 8 | April & Oct. | " " | '72-'80 | .... |
| Richmond and York River: | | | | | | |
| 1st Mortgage (new) | 600,000 | 8 | Jan. & July. | New York. | 1898 | .... |
| Roanoke Valley (R. & Dan.): | | | | | | |
| 1st Mortgage, guaranteed | 129,600 | 6 | Feb. & Aug. | Richmond. | '71-'76 | .... |
| Rochester & Genesee Val. (Erie): | | | | | | |
| 1st Mortgage, guaranteed | 70,000 | 6 | Jan. & July. | New York. | 1876 | .... |
| Rockford, R. Island & St. Louis: | | | | | | |
| 1st *Mortgage*, conv.,S.F. tax free. | 9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1919 | .... |
| Rocky River: | | | | | | |
| 1st Mortgage, of Oct. 1, 1868 | 30,000 | 7 | April & Oct. | Cleveland. | 1873 | .... |
| Rome, Watertown & Ogdensb.: | | | | | | |
| 1st Mortgage,(general)Skg Fund | 632,500 | 7 | June & Dec. | New York. | 1891 | .... |
| 1st Mort. (W. & R.) Skg Fund | 796,900 | 7 | March & Sept. | " " | 1880 | .... |
| 1st Mort. (Potsdam & Watert.). | 345,500 | 7 | June & Dec. | " " | '72-'74 | .... |
| Rondout and Oswego: | | | | | | |
| 1st Mortgage | 1,000,000 | 7 | Jan. & July. | New York. | 1890 | 90 |
| Rutland (Verm. Central): | | | | | | |
| Equip. Bonds of May 1, 1870 | 500,000 | 7 | May & Nov. | Boston. | 1880 | 80 |
| Equip. Bonds of Sept. 1, 1879 | 500,000 | 8 | March & Sept. | " | 1880 | 97½ |
| Rutland & Burlington (Rutland): | | | | | | |
| 1st Mort. conv. into pref. stock | 70,000 | 7 | Feb. & Aug. | Boston. | 1863 | .... |
| 2d Mort. conv. into com. stock | 67,000 | 7 | " " | " | 1863 | .... |
| Saint Croix and Penobscot: | | | | | | |
| 1st Mort. (Cal. & Baring R.R.) | 95,200 | 6 | Jan. & July. | Calais, Me. | 1879 | .... |
| 2d Mort. ( " " ) | 17,500 | 6 | " " | " | 1879 | .... |
| Calais Loan to Lewey's Isl.R.R. | 130,000 | 6 | June & Dec. | " | 1876 | .... |
| St. Joseph & C.B.(K.C,St.J.&C.B.): | | | | | | |
| 1st Mortgage (80 m. in Missouri) | 1,400,000 | 10 | March & Sept. | Boston. | 1892 | 97 |
| 2d Mortgage ( " " ) | 339,500 | 8 | June & Dec. | " | 1874 | 91 |
| St. Joseph & Denv. C.(E.D.112m.): | | | | | | |
| 1st Mort. of Aug. 14,1869 free | 1,500,000 | 8* | Feb. & Aug. | NY.L'n & Fk. | 1899 | 102 |
| St. Joseph & Denv.C (W.D.160m): | | | | | | |
| 1st M. RR.lands of M'y14,'70,free | 5,500,000 | 8* | Feb. & Aug. | NY.L'n & Fk. | 1900 | 97½ |
| St. Lawrence & Industry (Can.): | | | | | | |
| 1st Mortgage | 250,000 | 8 | Feb. & Aug. | London. | 1887 | .... |
| St. Louis, Alton and Terre Haute: | | | | | | |
| 1st Mortgage (Series A) skg f'd. | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 97 |
| 1st Mortgage (Series B) skg f'd. | 1,100,000 | 7 | April & Oct. | " " | 1894 | .... |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " " | 1894 | 87½ |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " " | 1894 | .... |
| 2d Mortgage Income (Series E). | 1,700,000 | 7 | " " | " " | 1884 | 81 |
| Equipment Mortgage | 300,000 | 10 | March & Sept. | " " | 1894 | .... |
| St. Louis, Coun. Bluffs & Omaha: | | | | | | |
| 1st Mortgage, guaranteed...gold | 16,000pm | 7* | Jan. & July. | New York. | 1901 | .... |
| St. Louis and Iron Mountain: | | | | | | |
| 1st Mortgage of Aug. 1, 1867 gold | 4,000,000 | 7* | Feb. & Aug. | New York. | 1892 | 94½ |
| St. Louis, Jacksonville & Chicago: | | | | | | |
| 1st Mortgage of Mar. 1d, 1864 | 2,365,000 | 7 | April & Oct. | New York. | 1894 | 97 |
| 2d Mortgage of May 1, 1868 | 360,000 | 7 | Jan. & July. | " " | 1898 | .... |
| St. Louis, Lawr. & Denv.(Pacific): | | | | | | |
| 1st Mortgage, guaranteed...gold | 1,020,000 | 6* | Jan. & July. | New York. | 1901 | .... |
| St. Louis and Santa Fe: | | | | | | |
| 1st Mortgage | 20,000pm | 7 | Jan. & July. | St. Louis. | 1891 | .... |
| St. Louis and South Eastern: | | | | | | |
| 1st Mort. skg fund conv....gold | 3,250,000 | 7* | May & Nov. | New York. | '94-'96 | .... |
| St. Louis and St. Joseph (N. Mo.): | | | | | | |
| 1st Mort.of Nov.2, 1868 guar.gold | 1,000,000 | 6* | May & Nov. | New York. | 1893 | .... |
| St. Louis, Van.& T. H. (T.H.&I.): | | | | | | |
| 1st Mortgage, S. F., guaranteed. | 1,900,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 2d Mortgage, S. F., guaranteed . | 2,600,000 | 7 | April & Oct. | New York. | 1887 | .... |
| St. Paul and Chicago (M.& St.P.): | | | | | | |
| 1st Mort. of 1870....gold | 3,000,000 | 7* | J. A. J. & O. | " " | 1900 | .... |
| St. Paul and Pacific 1st Division: | | | | | | |
| 1st Mort. (St.P.to St.Anth.10m.) | 120,000 | 8 | March & Sept. | New York. | 1892 | .... |
| 1st Mort.(St. Paul to Wab.80 m.) | 700,000 | 7 | Jan. & July. | " " | 1892 | .... |
| Land Grant & 2d Mort. (80 m.) | 1,200,000 | 7 | June & Dec. | " " | 1892 | .... |
| General Mort. RR.& L.$2,020,000 | ..... | 7 | Jan. & July. | " " | .... | .... |
| *General Mort.*, R.R. & Lands stg. | 780,000 | 7* | " " | London. | .... | .... |
| 1st M.(W.Line & L.)for$3,000,000 | ..... | 7 | — & — | New York. | .... | .... |
| 2d M.(W.Line & L.)for $6,000,000 | ..... | 7 | — & — | " " | .... | .... |
| St. Paul and Sioux City: | | | | | | |
| Land Stock on 400,000 acres | 2,400,000 | 8 | J. A. J & J. | New York. | .... | .... |
| Salem (W. Jer.): | | | | | | |
| 1st Mortgage guar | 100,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... |
| Salem and Lowell (B. & L.): | | | | | | |
| 1st Mortgage guar | 226,900 | 6 | Feb. & Aug. | Boston. | 1878 | 95¾ |
| Sand., Mansfield & Newark(B&O.) | | | | | | |
| 1st Mortgage guar. by B. & O | 2,307,000 | 7 | Jan. & July. | Baltimore. | 1909 | .... |
| Saratoga & Whitehall (R. & S.): | | | | | | |
| 1st Mortgage, guaranteed | 400,000 | 7 | March & Sept. | New York. | 1886 | .... |
| Savannah, Griffin & North Ala.: | | | | | | |
| 1st Mort. of Jan. 1, 1871,on 44 m. | 150,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| Savannah and Charleston: | | | | | | |
| 1st Mortgage(Sav. & Char. R.R.) | $406,500 | 7 | Jan. & July. | New York. | 1889 | .... |
| Bonds (C.& S.R.R.)guar by S.C. | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... |
| Int. b'ds (C.& S.R.R.)gar.by S.C. | 245,745 | 7 | " " | " " | 1889 | .... |
| Savannah and Memphis: | | | | | | |
| 1st Mort. guar. by Ala.....gold | 16,000pm | 8* | May & Nov. | New York. | 1890 | .... |
| Schenectady and Susquehanna: | | | | | | |
| 1st Mortgage tax free.....gold | 350,000 | 7* | Jan. & July. | New York. | 1900 | .... |
| Schuylkill and Susquehanna: | | | | | | |
| 1st Mortgage, May 1, 1866 | 97,000 | 6 | May & Nov. | Philadelphia. | 1876 | .... |
| Scioto & Hocking Valley (M.& C.): | | | | | | |
| 1st Mort., assumed by M.& C.Co. | 300,000 | 7 | May & Nov. | Baltimore. | 1896 | .... |
| Seaboard and Roanoke: | | | | | | |
| 1st Mortgage | 210,000 | 7 | — & — | Philadelphia. | 1800 | .... |
| Selma and Gulf: | | | | | | |
| 1st Mortgage, guar. by Ala..gold | 16,000pm | 8* | — & — | New York. | 1890 | .... |
| Selma, Marion and Memphis: | | | | | | |
| 1st Mortgage, guar. by Ala..gold | 16,000pm | 8* | March & Sept. | New York. | 1889 | .... |
| Selma and Meridian: | | | | | | |
| 1st Mortgage (3d series) | 796,880 | 6 | various. | — & — | var | .... |
| Selma, Rome and Dalton: | | | | | | |
| 1st Mortgage, tax free | 5,000,000 | 7 | April & Oct. | New York. | 1887 | .... |
| 2d Mortgage | 6,000,000 | 7 | — & — | " " | .... | .... |
| Shamokin Valley & Pottsv.(N.C.): | | | | | | |
| 1st Mortgage, guaranteed | 700,000 | 7 | Feb. & Aug. | Baltimore. | 1872 | .... |
| Sheboygan and Fond du Lac: | | | | | | |
| 1st Mortgage | 750,000 | 7 | June & Dec | New York. | 1884 | .... |
| Shenango and Allegheny: | | | | | | |
| 1st Mort. of Oct. 1, 1869 | 520,000 | 7 | April & Oct. | Philadelphia. | 1889 | .... |
| Shore Line (N. Y. & N. H.): | | | | | | |
| 1st Mortgage, guaranteed | 200,000 | 7 | March & Sept. | New York. | 1880 | .... |
| Sioux City and Pacific: | | | | | | |
| 1st Mortgage Jan. 1, 1868...gold | 1,628,000 | 6* | Jan. & July. | New York. | 1898 | .... |
| 2d Mortgage (U.S. subsidy)..cur | 1,628,320 | 6 | " " | " " | 1898 | .... |
| Sioux City and St. Paul: | | | | | | |
| 1st Mortgage, L. G. tax free | 14,000pm | 7 | — & — | New York. | .... | .... |
| Somerset (Me. Central): | | | | | | |
| 1st Mortgage, June 1, 1871..gold | 450,000 | 7* | June & Dec. | Boston. | 1891 | .... |
| South Carolina: | | | | | | |
| *Sterling Loan Bonds* | 1,492,016 | 5* | Jan. & July. | London. | '78-'88 | .... |
| Domestic Bonds (H) 1866-'67 | 306,500 | 7 | April & Oct. | Charleston. | '71-'72 | .... |
| Domestic Bonds (G) 1862-'67 | 342,500 | 6 | Jan. & July. | " | '73-'74 | .... |
| Domestic Bonds (K) Jan. 1868 | 1,272,000 | 7 | April & Oct. | " | '88-'91 | .... |
| Domestic Bonds (special)Sep.'66 | 76,000 | 6 | Jan. & July. | " | '80-'92 | .... |
| Real Estate Mortgage | 80,733 | 7 | various. | " | '71-'91 | .... |
| Mortgage, Jan. 1868 (L) | 800,500 | 7 | Jan. & July. | New York. | '82-'88 | .... |
| South Georgia & Florida (A.& G): | | | | | | |
| 1st Mort. assumed by Atl.& Gulf | 464,000 | 7 | — & — | New York. | 1890 | .... |
| 2d Mort. " " " | 200,000 | 7 | — & — | " | 1890 | .... |
| South Mountain Iron: | | | | | | |
| 1st Mortgage, Dec. 1, 1868 | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| 2d Mortgage, Mar. 1, 1869 | 181,000 | 7 | March & Sept. | " | 1884 | ... |
| South and North Alabama. | | | | | | |
| 1st Mort., endor. by Ala.,tax free | 22,000 pm | 8* | Jan. & July. | New York. | 1890 | .... |
| South Pacific (Atl. & Pac.): | | | | | | |
| 1st Mort. assumed by A. & P | 7,250,000 | 6* | Jan. & July. | New York. | 1888 | .... |
| South Shore (Mass.): | | | | | | |
| 1st Mortgage, sinking fund | 150,000 | 6 | April & Oct | Boston. | 1880 | .... |
| South Side (L. I.): | | | | | | |
| 1st Mortgage, Mar. 1, 1867 | 2,250,000 | 7 | Mar. & Sept. | New York. | 1887 | 93 |
| South Side, Va. (A.M.& O.): | | | | | | |
| 1st Mort., consol. 1st pref | 581,000 | 8 | Jan. & July. | New York. | '84-'90 | .... |
| 1st Mort., consol. 2d pref | 619,300 | 6 | " " | " " | '84-'90 | .... |
| 4th Mortgage, consol. 3d pref | 458,100 | 6 | " " | " " | '84-'90 | .... |
| Va. State Loan (net) | 708,102 | 6 | " " | " " | long | .... |
| Southern Central: | | | | | | |
| 1st Mortgage, skg fund conv | 1,500,000 | 7 | Jan. & July. | New York. | 1900 | .... |
| Southern Iowa and Cedar Rapids: | | | | | | |
| 1st Mortgage .....gold | 1,500,000 | 7* | May & Nov. | New York. | 1900 | ... |
| Southern Minnesota: | | | | | | |
| 1st Mort., Apr. 1, 1868 tax free | 20,000pm | 7 | April & Oct. | New York. | 1888 | .... |
| Southern (Cal.) Pacific: | | | | | | |
| 1st Mortgage for $28,000,000.gold | ..... | 6* | Jan. & July. | New York. | 1901 | .... |
| Southern Pennsylvania: | | | | | | |
| 1st Mort. March 1, 1870.....gold | 571,500 | 7* | March & Sept. | Philadelphia. | 1890 | .... |
| 2d Mort. Sept. 1, 1870.....gold | 80,000 | 7* | " " | " | 1880 | .... |
| South Western (Cen. of Ga). | | | | | | |
| Mortgage Bonds, various | 399,000 | 7 | various. | Macon. | '77-'80 | ... |
| Mortgage Bonds, Muscogee R.R. | 300,500 | 7 | " | " | .... | ... |
| Spartanburg and Union: | | | | | | |
| 1st Mortgage, end. by S. Car | 350,000 | 7 | Jan. & July. | Charleston. | .... | .... |
| 1st Mortgage not endorsed | 198,370 | 7 | " " | " | .... | .... |
| Springfield & Illinois S. Eastern: | | | | | | |
| 1st Mortgage.....gold | 15,000pm | 7* | Jan. & July. | New York. | 1890 | .... |
| Staten Island: | | | | | | |
| 1st Mortgage | 200,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Sterling Mountain: | | | | | | |
| 1st Mortgage | 350,000 | 7 | — & — | New York. | 1874 | .... |
| Sullivan (Verm. Central): | | | | | | |
| 1st Mortgage, extended | 500,000 | 6 | Jan. & July. | Boston. | 1875 | .... |
| 2d Mortgage, extended | 250,000 | 6 | Feb. & Aug. | " | 1880 | .... |
| Sullivan and Erie: | | | | | | |
| 1st Mortgage, skg fund conv | 1,000,000 | 7 | May & Nov. | New York. | 1886 | ... |
| Summit Branch: | | | | | | |
| 1st Mortgage | 201,000 | 6 | Jan. & July. | Philadelphia. | 1875 | .... |
| Sussex: | | | | | | |
| 1st Mortgage | 200,000 | 6 | — & — | New York. | .... | .... |
| Swedesboro (W. Jer.): | | | | | | |
| 1st Mortgage, guaranteed | 171,000 | 6 | — & — | Camden. | .... | .... |
| Syracuse, Bing. & N.Y. (D.L&W): | | | | | | |
| 1st Mortgage | 1,695,825 | 7 | April & Oct. | New York. | 1877 | .... |
| Tebo and Neosho (M. K. & T.): | | | | | | |
| 1st Mort. assumed by M.K.& T. | 2,000,000 | 7* | June & Dec. | New York. | 1903 | .... |
| Terre Haute & Indianapolis: | | | | | | |
| 1st Mortgage | 800,000 | 7 | April & Oct. | New York. | 1897 | .... |

# AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. When. | Interest Payable. Where | Due. | Price. |
|---|---|---|---|---|---|---|
| Tioga: | | | | | | |
| 1st Mortgage | $243,000 | 7 | May & Nov. | New York. | 1872 | .... |
| Toledo, Peoria and Warsaw: | | | | | | |
| 1st Mortgage (E. Div.) | 1,600,000 | 7 | June & Dec. | New York. | 1894 | 93½ |
| 1st Mortgage (W. Div.) | 1,800,000 | 7 | Feb. & Aug. | " " | 1896 | 91 |
| 2d Mortgage (W. Div.) | 1,300,000 | 7 | April & Oct. | " " | 1886 | 85 |
| Equipment sinking fund | 94,000 | 8 | Jan. & July. | " " | 1879 | .... |
| Consolidated Bond Class A | 1,406,000 | 7 | May & Nov | " " | 1911 | .... |
| Toledo, Wabash and Western: | | | | | | |
| 1st Mort. (Tol. & Ill., 75 m.) | 900,000 | 7 | Feb. & Aug. | New York. | 1890 | 97¾ |
| 1st M.(L.Erie, W.& St.L. 167 m.) | 2,500,000 | 7 | " " | " " | 1890 | .... |
| 2d Mort. (Tol. & Wabash 75 m.) | 1,000,000 | 7 | May & Nov. | " " | 1878 | 94½ |
| 2d Mort. (Wab. & West. 167 m.) | 1,500,000 | 7 | " " | " " | 1871 | .... |
| Equipm't Bonds (T. & W. 75m.) | 600,000 | 7 | " " | " " | 1883 | 86 |
| Consol. M. (T.,W. & W. 500 m.) | 2,700,000 | 7 | F. M. A. & N. | " " | 1907 | 90½ |
| Decatur & East St. Louis 109 m. | 2,700,000 | 7 | " " | " " | 1900 | 90 |
| Troy and Boston: | | | | | | |
| 1st Mortgage | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... |
| 2d Mortgage | 300,000 | 7 | April & Oct. | " " | 1885 | .... |
| 3d Mortgage | 650,000 | 7 | May & Nov. | " " | 1875 | .... |
| Convertible Bonds | 648,000 | 7 | " " | " " | 1882 | .... |
| Troy, Salem & Rutland(R.& Sar.): | | | | | | |
| 1st Mortgage, guaranteed | 500,000 | 7 | May & Nov. | New York. | 1894 | .... |
| Troy Union: | | | | | | |
| 1st Mortgage, guaranteed | 500,000 | 6 | Jan. & July. | New York. | 1873 | .... |
| 2d Mortgage, guaranteed | 360,000 | 6 | " " | " " | 1878 | .... |
| Union Pacific: | | | | | | |
| 1st Mortgage, tax free | 27,237,000 | 6* | Jan. & July. | N.Y.&Boston | '95-'99 | 91⅞ |
| 1st Mort. L. G. (12,000,000 acres) | 9,594,000 | 7 | April & Oct. | Boston. | 1889 | 83½ |
| Income Mortgage | 10,000,000 | 10 | March & Sept. | " | 1874 | 83¾ |
| 2d Mortgage (U. S. subsidy) | 27,236,512 | 6 | Jan. & July. | N.Y.&Boston | '95-'99 | .... |
| Union Pacific—Central Branch: | | | | | | |
| 1st Mortgage | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |
| 2d Mortgage (U.S. subsidy) | 1,600,000 | 6 | Jan. & July. | " " | 1895 | .... |
| Union Pacific, E. D. (see K. Pac.): | | | | | | |
| Union Pacific, S. Br. (M.K.& T.): | | | | | | |
| 1st M.R.R.342m.& 1,300,000 acres | 4,145,000 | 6* | Jan. & July. | New York. | 1899 | .... |
| Union and Titusville: | | | | | | |
| 1st Mortgage | 500,000 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |
| Utica and Black River: | | | | | | |
| 1st Mortgage, July 1868 | 150,000 | 7 | Jan. & July. | New York. | 1878 | .... |
| Vermont Central: | | | | | | |
| 1st Mortgage | 3,000,000 | 7 | June & Dec. | Boston. | 1886 | 82¾ |
| 2d Mortgage | 1,500,000 | 7 | " " | " | 1891 | 39 |
| Equip. Loans of 1866-'67 | 1,000,000 | 8 | May & Nov. | " | '76-'77 | 100½ |
| Equip. Loans of 1867 | 1,000,000 | 8 | " " | " | 1889 | 101 |
| Stanstead,Shefford & Cham. b'ds | 500,000 | 7 | Jan. & July. | " | 1887 | 85 |
| Guar. Stock (Vt. & Ca.) | 2,000,000 | 8 | June & Dec. | " | .... | 100 |
| Vermont and Massachusetts. | | | | | | |
| 1st Mortgage | 550,000 | 6 | Jan. & July. | Boston. | 1883 | 92 |
| Convertible tax free, bonds | 200,000 | 7 | " " | " | 1879 | 100 |
| Vermont Valley (Vt. Central): | | | | | | |
| 1st Mortgage | 386,000 | 7 | April & Oct. | New York. | 1860 | .... |
| 1st Mortgage | 114,000 | 6 | " " | Boston. | 1860 | .... |
| 1st Mortgage | 293,200 | 7 | " " | New York. | 1859 | .... |
| Vicksburg and Meridian: | | | | | | |
| General Mort., 1st series (red) | 722,500 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |
| " " 2d series (blue) | 850,000 | 7 | " " | " | 1890 | .... |
| " " 3d series (black). | 154,000 | 7 | " " | " | 1890 | .... |
| " " (not endorsed) | 1,273,000 | 7 | April & Oct. | " | 1890 | .... |
| Special Loan | 225,438 | 8 | Jan. & July. | " | 1880 | .... |
| Vineland: | | | | | | |
| 1st Mortgage | 750,000 | 7 | April & Oct. | New York. | 1890 | .... |
| Virginia & Tennessee(A.M.& O.): | | | | | | |
| 1st Mortgage | 494,000 | 6 | Jan. & July. | New York. | 1873 | 90 |
| 2d Mortgage | 4,000 | 6 | " " | " " | 1869 | 76½ |
| 3d Mortgage | 990,000 | 6 | " " | " " | 1884 | .... |
| Income Mortgage | 113,000 | 6 | " " | " " | 1866 | .... |
| 4th Mortgage | 846,000 | 8 | " " | " " | 1900 | 88 |
| Registered Certificates | 116,129 | 8 | " " | Richmond. | 1880 | .... |
| Interest Funding Bonds | 204,200 | 8 | " " | New York. | 1880 | .... |
| Wallkill Valley (20,000 per mile): | | | | | | |
| 1st Mortgage | 350,000 | 7 | April & Oct. | New York. | 1910 | .... |
| Ware River (N. & N.): | | | | | | |
| 1st Mortgage for $1,000,000 | 239,300 | 7 | Jan. & July. | Boston. | 1890 | .... |
| Warren (D. L.& W.): | | | | | | |
| 1st Mortgage, guaranteed | 511,400 | 7 | Feb. & Aug. | New York. | 1875 | .... |
| Warwick Valley (Erie): | | | | | | |
| 1st Mortgage | 85,000 | 7 | April & Oct. | New York. | 1880 | .... |
| Washington and Ohio: | | | | | | |
| 1st Mortgage 1868 for $8,000,000 | ..... | 7 | May & Nov. | New York. | 1898 | .... |
| Watertown & Rome (R.W. & O.): | | | | | | |
| 2d Mortgage | 3,000 | 7 | March & Sept. | New York. | 1871 | .... |
| Sinking Fund | 796,900 | 7 | " " | " " | 1880 | .... |
| Westchester and Philadelphia: | | | | | | |
| 1st Mortgage, convertible | 400,000 | 7 | Jan. & July. | Philadelphia. | 1873 | 100½ |
| 3d Mortgage (8s compromised) | 557,400 | 6 | April & Oct. | " | 1878 | .... |
| Western Alabama: | | | | | | |
| Mortgage consolidated guar. | 1,200,000 | 8 | April & Oct. | New York. | 1900 | .... |
| 1st Mortgage (before consolid.) | 600,000 | 8 | " " | " " | 1888 | .... |
| 1st Mortgage(M.& W.Point R.R. | 750,000 | 8 | Jan. & July. | " " | 1881 | .... |
| Western (B. & Albany): | | | | | | |
| Sterling Bonds | 1,619,520 | 5* | April & Oct. | London. | 1871 | .... |
| Albany Loan(A.& W.Stckbdge) | 500,000 | 6 | Jan. & July. | Boston. | 1876 | .... |
| Dollar Bonds | 753,500 | 6 | April & Oct. | " | 1875 | 99 |
| Western Maryland: | | | | | | |
| 1st Mortgage | 600,000 | 6 | Jan. & July. | Baltimore. | 1890 | 84 |
| 2d Mortgage preferred | 600,000 | 6 | " " | " | 1890 | 70 |
| Bonds endorsed by Balt | 600,000 | 6 | " " | " | 1890 | 92 |
| Bonds (July 1, 1870) endor.by B. | 1,400,000 | 6 | " " | " | 1890 | 96 |
| Western North Carolina (E.D.): | | | | | | |
| 1st Mortgage, Mar. 1, 1870 | 1,400,000 | 8 | Jan. & July. | New York. | 1890 | .... |
| Western Pennsylvania (Penn.): | | | | | | |
| 1st Mortgage, (E. Div.) guar | 800,000 | 6 | April & Oct. | Philadelphia. | 1893 | 83 |
| 1st Mortgage (Pittsb. Div.)guar. | 1,000,000 | 6 | Jan. & July. | " | 1896 | .... |
| Western Union (M.& St. P.): | | | | | | |
| 1st Mortgage for $5,000,000 | $3,275,000 | 7 | Feb. & Aug. | New York. | 1896 | .... |
| West Jersey: | | | | | | |
| Loan of Mar. 1861,guar. by C.&A. | 400,000 | 6 | March & Sept. | Camden. | 1883 | .... |
| 1st Mortgage, Jan. 1, 1866 | 1,000,000 | 6 | Jan. & July. | " | 1896 | 93½ |
| Consolidated mort. Apr. 1, 1869. | 979,000 | 7 | April & Oct. | " | 1899 | 103 |
| West Shore Hudson River: | | | | | | |
| 1st Mortgage | 676,300 | 7 | — & — | New York. | .... | .... |
| West Wisconsin: | | | | | | |
| 1st M. L. G., stg. conv. £800,000. | 4,000,000 | 7* | Jan. & July. | N.Y. or Lond. | 1885 | .... |
| Wicomico and Pocomoke: | | | | | | |
| 1st Mortgage | 200,000 | 6 | Jan. & July. | Philadelphia. | 1888 | .... |
| Williamston and Tarboro': | | | | | | |
| 1st Mortgage coupon | 350,000 | 8 | May & Nov. | New York. | 1900 | .... |
| Wilm., Charlotte & Rutherford: | | | | | | |
| 1st mortgage | 1,000,000 | 8 | Jan. & July. | New York. | '87-'97 | .... |
| 1st Mortgage, endor. by N. Car. | 1,000,000 | 8 | " " | " " | '87-'97 | .... |
| Wilmington and Reading: | | | | | | |
| 1st Mortgage | 2,250,000 | 7 | April & Oct. | Philadelphia. | 1900 | 100 |
| 2d Mortgage | 262,200 | 7 | Jan. & July. | " | 1902 | .... |
| Wilmington and Weldon: | | | | | | |
| Sterling Loan | 576,888 | 6 | Jan. & July. | London. | 1881 | .... |
| Sterling Loan | 197,777 | 7 | May & Nov. | " | 1885 | .... |
| Sinking Fund Bonds | 710,000 | 7* | Jan. & July. | New York. | 1896 | 91 |
| Winona & St. Peter (C. & N. W.): | | | | | | |
| 1st Mortgage | 20,000pm | 7 | Jan. & July. | New York. | .... | 89 |
| 2d Mortgage | 12,000pm | 7 | May & Nov. | " " | .... | .... |
| **Canal Bonds.** | | | | | | |
| Chesapeake and Delaware: | | | | | | |
| 1st Mortgage | 2,039,150 | 6 | Jan. & July. | Philadelphia. | 1886 | 94 |
| Chesapeake and Ohio: | | | | | | |
| Maryland State Loan | 2,000,000 | 6 | J A. J. & O. | Baltimore. | 1870 | .... |
| *Sterling*, Loan guaranteed | 4,375,000 | 5* | " " | London. | 1890 | .... |
| Preferred Bonds | 1,699,500 | 6 | Jan. & July. | Baltimore. | 1885 | .... |
| Delaware Division (L.C. & W.): | | | | | | |
| 1st Mortgage, guaranteed | 800,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... |
| Delaware and Hudson: | | | | | | |
| Mortgage bonds tax free | 1,500,000 | 7 | May & Nov. | New York. | 1877 | .... |
| Mortgage bonds of 1870, tax free | 3,500,000 | 7 | Jan. & July. | " " | 1884 | .... |
| Delaware and Raritan (See Camden and Amboy R. R.) | | | | | | |
| Erie of Pennsylvania: | | | | | | |
| Bonds (original) | 743,654 | 7 | Jan. & July. | Philadelphia. | 1865 | .... |
| Bonds for Interest prior to 1850. | 161,960 | 7 | " " | " | 1873 | .... |
| Lehigh Coal and Navigation: | | | | | | |
| Mortgage Loan | 5,655,100 | 6 | J. A. J. & O. | Philadelphia. | 1884 | 90 |
| Mortgage Loan | 2,000,000 | 6 | " " | " | 1897 | 93½ |
| Gold Loan | 5,000,000 | 6* | June & Dec. | " | 1897 | 101 |
| Gold Loan | 980,000 | 6* | " " | " | 1894 | 92¾ |
| Convertible Loan | 1,996,879 | 6 | " " | " | 1877 | 88 |
| Monongahela Navigation: | | | | | | |
| 1st Mortgage | 103,000 | 6 | Jan. & July. | Pittsburg. | 1887 | .... |
| 2d Mortgage | 7,000 | 6 | " " | " | 1875 | .... |
| Morris (and Banking): | | | | | | |
| 1st Mortgage | 500,000 | 6 | April & Oct. | Jersey City. | 1884 | 93 |
| 2d Mortgage | 285,000 | 6 | " " | " " | 1876 | 92 |
| Boat Loan, sinking fund | 236,965 | 7 | " " | " " | 1885 | 93 |
| Dividend Scrip | 103,164 | 7 | — & — | " " | .... | .... |
| Pennsylvania: | | | | | | |
| 1st Mortgage | 1,632,000 | 6 | Jan. & July. | Philadelphia. | 1887 | 76 |
| Schuylkill Navigation: | | | | | | |
| 1st Mortgage | 1,751,213 | 6 | March & Sept. | Philadelphia. | 1872 | 92½ |
| 2d Mortgage | 4,006,670 | 6 | Jan. & July. | " | 1882 | 79¾ |
| Plain Bonds | 171,354 | 6 | — & — | " | 1876 | 81 |
| Improvement bonds | 305,500 | 6 | May & Nov. | " | 1870 | 88 |
| Boat and Car Loan 1863 | 800,000 | 6 | — & — | " | 1888 | .... |
| Boat and Car Loan 1864 | 633,650 | 7 | — & — | " | 1889 | 75 |
| Susquehanna (S. & Tide Water): | | | | | | |
| 1st Mortgage | 227,500 | 6 | Jan. & July. | Philadelphia. | 1894 | 75 |
| 2d Mortgage | 700,000 | 6 | " " | " | 1885 | .... |
| 3d Mortgage stg | 872,667 | 6* | " " | London. | 1878 | .... |
| Tide-Water (Susq. & Tide-W.): | | | | | | |
| 1st Mortgage | 97,810 | 6 | Jan. & July. | Baltimore. | 1894 | .... |
| 2d Mortgage | 300,000 | 6 | " " | " | 1885 | .... |
| 3d Mortgage | 436,333 | 6 | " " | London. | 1878 | .... |
| Union: | | | | | | |
| 1st Mortgage | 3,000,000 | 6 | May & Nov. | Philadelphia. | 1883 | 15 |
| West Branch and Susquehanna: | | | | | | |
| 1st Mortgage, sinking fund | 450,000 | 6 | June & Dec. | Philadelphia. | 1878 | .... |
| 2d Mortgage | 297,000 | 6 | May & Nov. | " | 1888 | .... |
| 3d Mortgage | 13,000 | 6 | " " | " | 1868 | .... |
| Wyoming Valley (Penna.): | | | | | | |
| 1st Mortgage, assumed by Pa | 600,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... |
| **Miscellaneous.** | | | | | | |
| American Dock & Improvement: | | | | | | |
| 1st Mort. guar. by C. R. R. Co. | 2,000,000 | 7 | Jan. & July. | New York. | 1886 | 98 |
| Consolidated (Md.) Coal: | | | | | | |
| 1st Mortgage, convertible | 750,000 | 7 | Jan. & July. | New York. | 1885 | .... |
| Pennsylvania Coal: | | | | | | |
| 1st Mortgage | 566,000 | 7 | Feb. & Aug. | Philadelphia. | 1881 | .... |
| Long Dock: | | | | | | |
| Mortgage Bonds, guaranteed | 2,500,000 | 7 | June & Dec. | New York. | 1872 | 92½ |
| Mariposa: | | | | | | |
| 1st Mortgage | 1,500,000 | 7 | Jan. & July. | New York. | 18— | .... |
| 2d Mortgage | 2,000,000 | 7 | April & Oct. | " " | 1881 | .... |
| Quicksilver: | | | | | | |
| 1st Mortgage | 500,000 | 7* | June & Dec. | New York. | 1873 | .... |
| 2d Mortgage | 1,000,000 | 7* | Jan. & July. | " " | 1879 | .... |
| Western Union: | | | | | | |
| 1st Mortgage (S. F.) convertible. | 4,534,000 | 7 | May & Nov. | New York. | 1875 | .... |
| 2d Mortgage | 89,500 | 7* | Jan. & July. | " " | 1873 | .... |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

| Years ending. | Railroad. Main Line. | Branch Line. | 2d Track and Sidings. | Railroad in progress. | Rolling Stock. Engines. | Cars. Pass. | B. M. E. | Freight. | Companies. | Abstract of General Balance Sheet. Property and Assets. Railroad. | Rolling Stock. | Assets. | Accounts and Cash. | Liabilities. Stocks. | Bonds. | Accounts. | Surplus Income. | Railroad Operated. | Operations. Trains Moved. | Carried one mile. Passengers. | Freight. | Earnings. Gross. | Net. | Dividends. | Value of Shares. Par. | Market. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | M. | M. | Number. | Tons. | $ | $ | pc. | $ | p.c. |
| Sept. 30 1870 | 60.0 | — | 1.0 | 125.0 | 3 | 3 | 3 | 56 | Adirondac ..... New York. | 2,881,918 | * | ..... | ..... | 3,763,000 | 930,000 | 1,766,923 | — | 60.0 | 31,188 | 405,771 | 635,940 | 67,324 | 18,116 | — | 100 | .... |
| May 31, 1871 | 296.0 | — | 14.8 | — | 20 | 20 | 5 | 400 | Alabama and Chattanooga.....Alabama. | 10,500,000 | * | ..... | — | 2,700,000 | 7,893,000 | 2,500,009 | — | 296.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 142.0 | 22.0 | 19.8 | — | 25 | 21 | 12 | 273 | Albany and Susquehanna ¶ ...New York. | 7,108,372 | 662,644 | ..... | ..... | 3,067,800 | 4,154,925 | 414,921 | — | 164.0 | 470,439 | 10,229,585 | 15,998,713 | 880,703 | 57,597 | — | 100 | 94½ |
| Jan. 31, 1871 | 132.0 | — | 37.9 | 112.0 | 35 | 23 | 7 | 1,202 | Allegheny Valley.....Pennsylvania. | 10,234,814 | * | 984,551 | 8,379 | 2,256,350 | 7,511,000 | 674,165 | 786,229 | 132.0 | ..... | 11,311,323 | 43,298,884 | 1,705,033 | 931,851 | — | 50 | .... |
| Jun. 30, 1870 | 26.5 | 5.0 | 6·8 | — | 8 | 8 | 5 | 124 | Androscoggin ..... Maine. | 800.000 | * | ..... | ..... | ..... | 425,000 | ..... | ..... | 68.0 | 139,949 | ..... | ..... | 204,703 | 83,007 | — | 100 | .... |
| Dec. 31 1871 | 20.5 | — | 5.0 | — | 5 | 10 | 2 | 23 | Annapolis and Elkridge.....Maryland. | 445,000 | * | ..... | ..... | 350,000 | — | ..... | ..... | 20.5 | ..... | ..... | ..... | ..... | ..... | — | 50 | .... |
| Mar. 31, 1871 | 23.0 | — | 1.8 | — | — | — | — | — | Ashuelot.....New Hampshire. | 506,000 | — | ..... | — | 246,018 | 150,000 | ..... | — | — | (Leased | and oper. | by Cheshi | re.) 7,500 | 7,500 | — | 100 | .... |
| Dec. 31, 1870 | 34.0 | — | .... | 89.0 | 6 | 5 | 4 | 108 | Atchison, Topeka & Santa Fe....Kansas. | ..... | ..... | ..... | — | 1,815,000 | 930,000 | ..... | — | 42.0 | 87,679 | ..... | ..... | 182,580 | 78,839 | — | 100 | .... |
| May 31, 1871 | 53.0 | — | .... | 172.0 | ... | ... | ... | .... | Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C. | ..... | ..... | ..... | — | ..... | 848,000 | ..... | — | .... | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Jun. 30, 1871 | 86.7 | — | 8.9 | — | 18 | 6 | 6 | 119 | Atlanta and West Point .....Alabama. | 1,200,129 | * | 2,500 | 138,030 | 1,232,200 | 27,000 | 3,672 | 77,787 | 86.7 | ..... | ..... | ..... | 453,715 | 186,011 | 8 | 100 | .... |
| Dec. 31, 1870 | 387.3 | 38.18 | 141.4 | — | 166 | 80 | 35 | 3,475 | Atlantic and Great West. N.Y. Penn.& O. | 59,598,595 | * | ..... | ..... | 29,598,695 | 29,999,000 | ..... | — | 565.8 | 4,351,608 | 54,139,269 | 232,353,696 | 4,434,101 | 778,868 | — | 50 | .... |
| Dec. 31, 1870 | 237.0 | 107.0 | 16.3 | — | 26 | 19 | 32 | 242 | Atlantic and Gulf ¶..... Georgia. | 7,073,388 | * | 806,698 | 278,879 | 4,512,864 | 2,986,200 | 659,901 | ..... | 344.0 | 616,110 | ..... | ..... | 1,031,971 | 395,817 | — | 100 | .... |
| May 31, 1870 | 95.0 | — | 5.0 | — | 9 | 7 | 3 | 66 | Atlantic and North Carolina ¶. N.Carolina. | 2,177,028 | * | ..... | ..... | 1,795,225 | 200,000 | 87,772 | 88,811 | 95.0 | 94,598 | ..... | ..... | 109,860 | 24,119 | — | 100 | .... |
| Mar. 31, 1870 | 292.0 | — | 13.0 | 35.5 | 34 | 25 | — | 825 | *Atlantic and Pacific* ¶.....Missouri. | 25,250,000 | * | ..... | ..... | 15,000,000 | 10,250,000 | ..... | — | .... | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 150.0 | — | 15.0 | — | — | — | — | — | Atlantic and St. Lawrence. Me., N.H.& Vt. | 9,329,287 | — | ..... | ..... | 3,994,900 | 3,149,920 | 175,197 | — | — | (Leased | & oper. by | Grand Tr | unk. | ..... | 4 | 100 | .... |
| Sept. 30, 1870 | 15.5 | — | 0.5 | — | 2 | 2 | 2 | 3 | Avon, Geneseo and Mount Morris ..N. Y. | 217,812 | * | ..... | ..... | 194,250 | 20,000 | ..... | — | 15 5 | 20,032 | 500,053 | 61,100 | 32,944 | 12,480 | 2½ | 100 | .... |
| Nov. 30, 1870 | 51.2 | 2.0 | 4.1 | — | — | — | — | — | Bald Eagle Valley .....Pennsylvania. | 1,050,000 | * | ..... | ..... | 550,000 | 471,200 | ..... | — | — | ..... | ..... | ..... | 80,587 | 80,587 | 7 | 50 | .... |
| Sept. 30, 1870 | 379.6 | — | 453.0 | — | 324 | 164 | 35 | 5,438 | Baltimore and Ohio ¶ ....Md. & W. Va. | 30,027,824 | * | 18,444,220 | 1,263,620 | 16,550,362 | 11,346,371 | 463,880 | 21,375,051 | 454.6 | ..... | ..... | ..... | 8,427,728 | 2,974,268 | 8 | 100 | 149 |
| Sept. 30, 1870 | 30.0 | — | 30.0 | — | — | — | — | — | Washington Branch ¶ .....Maryland. | 1,650,000 | — | — | 375,984 | 1,650,000 | 20,000 | — | 355,984 | 30.0 | ..... | ..... | ..... | 381,924 | 182,686 | 10 | 100 | 135 |
| Sept. 30, 1870 | 103.5 | — | 17.0 | — | — | — | — | — | Parkersburg Branch.. ....W. Virginia. | — | — | — | — | 5,680,685 | — | 1,893,629 | — | 103.5 | ..... | ..... | ..... | 561,885 | — | — | 100 | .... |
| May 31, 1871 | 73.0 | — | 2.5 | — | ... | ... | ... | .... | Baltimore and Potomac.....Maryland. | 5,000,000 | * | — | — | 2,000,000 | 3,000,000 | — | — | — | — | — | — | — | — | — | 100 | .... |
| May 31, 1871 | 33.0 | — | 1.7 | — | 2 | 2 | 1 | 37 | Belfast and Moosehead Lake.....Maine. | 950,500 | 50,000 | — | — | 625,000 | 150,000 | 105,000 | — | — | — | — | — | 36,000 | 36,000 | — | 100 | .... |
| Dec. 31, 1870 | 21.2 | 1.5 | 2.3 | — | 5 | 2 | — | 60 | Bellefonte and Snow Shoe..Pennsylvania. | 323,291 | 118,768 | 256,941 | — | 600,000 | 99,000 | ..... | — | 267.0 | 54,310 | ..... | ..... | 103,893 | 16,744 | 1½ | 50 | .... |
| May 31, 1871 | 56.0 | — | 4.0 | — | — | ... | — | — | Bellville and Southern Illinois....Illinois. | ..... | — | — | — | ..... | 1,100,000 | — | — | — | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 67.0 | — | 8.0 | — | 23 | 20 | 6 | 879 | Belvidere Delaware .....New Jersey. | 4,125,365 | * | — | ..... | 995,800 | 2,244,500 | 970,468 | — | 80.0 | ..... | ..... | ..... | 872,227 | 237,794 | — | 100 | .... |
| Dec. 31, 1870 | 21.1 | — | .... | — | — | — | — | 80 | Berkshire.....Massachusetts. | 500,000 | 100,000 | — | — | 600.000 | — | — | — | — | ..... | ..... | ..... | 42,000 | 33,293 | 5½ | 100 | 77½ |
| Dec. 31, 1870 | 15.6 | — | 5.4 | — | — | — | — | — | Blossburg and Corning.....New York. | 582,346 | — | — | — | 250,000 | 48,000 | — | — | — | (Leased | & oper. by | Fall Brook | Coal Co.) | 12,500 | 5 | 100 | .... |
| Sept. 30, 1870 | 200.6 | 49.7 | 289.0 | — | 163 | 118 | 40 | 3,045 | Boston and Albany.... Mass. & N. York. | 21,938,629 | * | 2,154,639 | 1,701,178 | 19,413,200 | 1,764,520 | 484,370 | 4,132,356 | 268.9 | ..... | ..... | 10 mos. | 5,785,987 | 863,186 | 10 | 100 | 150 |
| Sept. 30, 1870 | 41.6 | 1.3 | 7.0 | — | 13 | 17 | 10 | 205 | Boston, Clinton and Fitchburg .....Mass | 1,205,983 | 395,035 | 100,000 | 68,790 | 872,600 | 800,500 | 188,652 | 30,842 | 65.0 | ..... | ..... | 10 mos. | 286,281 | 56,416 | — | 100 | 65 |
| Mar. 31, 1871 | 93.5 | — | 9.6 | .... | 18 | 20 | 16 | 373 | Boston, Concord and Montreal .....N. H. | 2,850,000 | * | 267,192 | 218,888 | 1,800,000 | 1,050,000 | 10,667 | 475,913 | 124.3 | ..... | 8,056,920 | 4,501,200 | 572,495 | 126,000 | 6 | 100 | .... |
| Sept. 30, 1870 | 117.0 | — | 17.7 | 283.0 | 23 | 35 | 10 | 419 | Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 177.0 | ..... | ..... | 10 mos. | 470,732 | 110,948 | — | 100 | 4½ |
| Sept. 30, 1870 | 26.7 | 10.9 | 37.6 | — | 32 | 38 | 18 | 780 | Boston and Lowell.....Mass. | 2,469,955 | 183,345 | 1,002,043 | 131,677 | 2,215,000 | 255,000 | 384,844 | 932,176 | 67.5 | ..... | ..... | 10 mos. | 934,754 | 186,879 | 8 | 100 | 141 |
| Sept. 30, 1870 | 74.2 | 8.8 | 64.3 | — | 46 | 80 | 24 | 1,021 | Boston and Maine.....Mass., N. H. & Me. | 5,171,995 | * | 302,258 | 450,000 | 4,471,274 | — | 450,000 | 1,002,978 | 144.1 | ..... | ..... | 10 mos. | 1,563,658 | 511,550 | 10 | 100 | 142½ |
| Sept. 30, 1870 | 51.3 | 7.7 | 55.0 | — | 32 | 51 | 12 | 464 | Boston and Providence.....Mass. & R. I. | 3,730,169 | * | 462,130 | 237,510 | 3,700,000 | — | 225,487 | 504,422 | 59.0 | ..... | ..... | 10 mos. | 1,049,125 | 279,504 | 10 | 100 | 152½ |
| Jun. 30, 1871 | 242.0 | — | 12.0 | — | 13 | 12 | 6 | 142 | Brunswick and Albany.....Georgia. | 10,878,000 | * | — | — | 4,898,000 | 5,980,000 | ..... | — | .... | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 26.0 | — | 2.0 | — | — | — | — | — | Bufl., Bradford and Pittsb..Penn. & N. Y. | 2,869,500 | — | ..... | ..... | 2,286,000 | 583,500 | ..... | — | — | (Le | ased & op | erated by | Erie.) | ..... | — | 100 | .... |
| Sept. 30, 1870 | 43.2 | — | 4.0 | — | 6 | 7 | 3 | 23 | Bufl., Corry and Pittsb.... N. Y. & Penn. | 1,366,250 | 127,370 | ..... | ..... | 428,717 | 700,000 | 443,664 | — | 43.2 | 136,547 | 2,467,180 | 4,666,007 | 264,807 | 78,004 | — | 100 | .... |
| Jun. 30, 1871 | 161.0 | — | 16.0 | — | — | — | — | — | Buffalo and Lake Huron.....Canada. | 6,492,790 | — | ..... | ..... | 2,625,000 | 3,867,790 | ..... | — | — | (Leased | & oper. by | GrandTru | nk.) | 250,000 | 1½ | 100 | .... |
| Sept. 30, 1870 | 142.0 | — | 13.0 | — | 28 | 32 | 9 | 428 | Buffalo, New York & Erie...N.Y.& Penn. | 3,396,088 | * | ..... | ..... | 950,000 | 2,389,000 | ..... | — | — | (Leased | & oper. by | Erie.) | ..... | — | 7 | 100 | .... |
| Sept. 30, 1870 | 20.0 | — | 1.0 | 96.0 | 2 | 2 | 1 | 16 | Buffalo and Washington ...Penn. & N. Y. | 587,292 | 43,929 | ..... | ..... | 498,552 | — | 107,655 | — | .... | 31,934 | 1,843,617 | 392,178 | 54,455 | 10,609 | — | 100 | .... |
| Dec. 31, 1870 | 163.0 | — | 6.0 | 87.0 | 15 | 7 | 2 | 250 | Burl., Cedar Rapids and Minnesota. Iowa. | 4,878,000 | 816,333 | ..... | ..... | 2,445,000 | 2,445,000 | ..... | — | .... | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 279.0 | 53.7 | — | — | 53 | 22 | 13 | 936 | *Burlington and Missouri River*.....Iowa. | 11,381,183 | 1,478,678 | 133,071 | ..... | 1,638,132 | 10,855,700 | ..... | 2,156,846 | — | ..... | ..... | ..... | 2,156,846 | 1,041,042 | — | 100 | 110¾ |
| May 31, 1871 | 55.0 | — | — | 125.0 | — | — | — | — | Burlington and Missouri River..Nebraska. | ..... | ..... | ..... | ..... | ..... | 3,360,000 | ..... | — | — | (Operat | ed by Bur | lington & | Mo.River | .) | — | 100 | 52 |
| Apr. 30, 1871 | 45.0 | — | — | 302.0 | 3 | — | — | — | Burlington and Southwestern. Iowa & Mo. | ..... | ..... | ..... | ..... | 1,000,000 | 400,000 | ..... | — | — | (Operat | ed by Chi | cago, Burl | ington & | Quincy. | — | 100 | .... |
| Dec. 31, 1870 | 60.0 | 81.0 | 4.0 | — | 15 | 14 | 5 | 201 | California Pacific.....California. | 6,000,000 | * | ..... | ..... | 3,500,000 | 2,500,000 | ..... | — | 141.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 61.2 | 31.1 | 102.0 | — | ... | ... | ... | .... | Camden and Amboy..... New Jersey. | 12,527,160 | * | ..... | ..... | 5,847,800 | 9,570,059 | ..... | — | .... | ..... | ..... | ..... | ..... | ..... | 10 | 100 | 125¾ |
| Dec. 31, 1870 | 23.0 | 7.1 | 2.3 | — | — | — | — | — | Camden and Burlington Co..New Jersey. | 715,362 | — | ..... | ..... | 332,925 | 338,000 | 44,437 | — | — | (Leased | & oper. by | Camd. and | Amboy.) | 42,432 | 6 | 100 | .... |
| Dec. 31, 1870 | 60.0 | — | 4.2 | .... | 8 | 34 | 6 | 89 | Camden and Atlantic.....New Jersey. | 1,762,832 | 328,543 | 30,550 | 209,162 | 1,130,795 | 990,100 | 159,473 | 50,699 | 60.0 | ..... | ..... | ..... | 334,444 | 159,229 | — | 100 | 20 |
| Sept. 30, 1870 | 64.9 | 1.0 | 30.7 | — | 8 | 15 | 7 | 139 | Cape Cod .....Mass. | 1,454,779 | * | 8,220 | 98,127 | 915,577 | 125,000 | 51,424 | 469,124 | 65.9 | ..... | ..... | 10 mos. | 212,924 | 62,011 | 5 | 100 | 73½ |
| Dec. 31, 1870 | 41.3 | — | — | — | 3 | 12 | — | — | Cape May and Millville.....New Jersey. | 818,449 | * | — | — | 447,000 | 200,000 | 211,274 | — | — | (Leased | and oper. b | y West J | ersey.) | — | 6 | 100 | .... |
| Sept. 30, 1870 | 20.0 | 4.0 | 7.5 | — | 6 | 3 | 2 | 468 | Catasauqua and Fogelsville.....Penn. | 742,157 | * | — | — | 426,900 | — | ..... | — | 24.0 | 97,775 | ..... | ..... | 158,742 | 72,720 | 6 | 25 | .... |
| Dec. 31, 1870 | 65.0 | 2.5 | 5.0 | — | 21 | 9 | 5 | 585 | Catawissa.....Penn. | 3,826,500 | * | ..... | ..... | 3,359,500 | 441,850 | ..... | ..... | 67.5 | 337,491 | ..... | ..... | 655,812 | 231,106 | — | 50 | 33 |
| Sept. 30, 1870 | 34.6 | — | 3.4 | — | — | — | — | — | Cayuga and Susquehanna.....New York. | 589,110 | — | — | ..... | 589,110 | — | ..... | — | — | (Leased | and oper. | by Dela., L | and W.) | 54,000 | 9 | 100 | .... |
| Sept. 30, 1870 | 14.0 | — | 0.5 | — | 2 | — | — | — | Cazenovia and Canastota.....New York. | 473,768 | * | — | — | 281,164 | 200,000 | ..... | — | 14.7 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 76.0 | — | 3.8 | — | — | — | — | — | Cedar Falls and Minnesota .....Iowa. | 3,174,000 | — | — | — | 1,587,000 | 1,587,000 | ..... | — | — | (Leased | and oper. b | y Illinois | Central.) | ..... | — | 100 | .... |
| Dec. 31, 1870 | 271.6 | 2.5 | 18.7 | — | — | — | — | — | *Cedar Rapids and Missouri River*...Iowa. | 11,235,000 | — | ..... | ..... | 7,620,000 | 3,615,000 | ..... | — | — | (Leased | and oper. b | y Chic. an | d N.W.) | 479,675 | — | 100 | .... |
| Jun. 30, 1870 | 100.0 | — | 15.0 | 250.0 | 6 | 5 | 2 | 124 | Central Br., Union Pacific R.R....Kansas. | 3,723,700 | * | ..... | ..... | 1,000,000 | 3,200,000 | ..... | — | 100.0 | ..... | ..... | 10 mos. | 182,563 | ..... | — | 100 | .... |
| Nov. 30, 1870 | 192.0 | 92.00 | 25.9 | — | 52 | 44 | 30 | 776 | Central of Georgia.....Georgia. | 4,680,940 | * | 797,260 | 1,106,298 | 4,666,500 | 789,000 | 1,012,046 | 106,552 | 541.5 | ..... | ..... | ..... | 3,764,493 | 1,299,043 | 10 | 100 | .... |
| Dec. 31, 1870 | 185.0 | — | 4.6 | 43.0 | 24 | 16 | 5 | 512 | Central of Iowa.....Iowa. | 8,510,000 | * | — | — | 5,550,000 | 2,960,000 | ..... | — | .... | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 74.0 | — | 102.5 | — | 117 | 113 | 18 | 1,677 | Central of New Jersey.....New Jersey. | 10,296,817 | 2,674,000 | 4,645,170 | 2,210,558 | 15,000,000 | 3,2 1,000 | 1,568,043 | — | 97.0 | 2,345,045 | 40,499,888 | 158,096,552 | 4,393,514 | 1,881,297 | 8 | 100 | 112¾ |
| Dec. 31, 1870 | 137.0 | — | 17.9 | — | — | — | — | — | Central Ohio..... Ohio. | 5,500,000 | * | — | ..... | 3,000,000 | 2,500,000 | ..... | — | — | (Leased | & oper. by | B.& Ohio.) | 842,436 | 68,323 | — | 100 | 30 |
| Dec. 31, 1870 | 881.0 | 164.5 | 65.0 | — | 179 | 193 | 33 | 3,645 | *Central Pacific of California* ¶..California. | 125,350,960 | * | ..... | ..... | 54,001,960 | 71,349,000 | ..... | ..... | .... | 3,502,103 | ..... | ..... | 7,920,711 | 3,860,146 | — | 100 | .... |
| Dec. 31, 1870 | 194.6 | — | 16.0 | — | 22 | 16 | 6 | 185 | Charlotte, Columbia & Aug. N.C.S.C.& Ga. | 4,950,217 | * | 157,492 | 228,100 | 2,571,300 | 1,233,295 | 754,521 | 801,193 | 194.6 | ..... | ..... | ..... | 560,474 | 270,931 | — | 100 | .... |
| Sept. 30, 1870 | 17.4 | — | 8.7 | — | — | — | — | — | Chemung.....New York. | 400,000 | — | — | — | 380,000 | — | — | ..... | — | (Oper. | by Erie & | N.Centrl.) | 30,000 | ..... | 6 | 100 | .... |
| Sept. 30, 1870 | 40.0 | — | 4.0 | — | 2 | 1 | 2 | — | Cheraw and Darlington.....S. Carolina. | 600,000 | * | — | — | 392,011 | 225,000 | 42,300 | ..... | 40.0 | ..... | ..... | ..... | 32,290 | 28,219 | — | 100 | .... |
| Sept. 30, 1870 | 20.9 | — | 0.8 | — | — | — | — | — | Cherry Valley, Sharon & Albany...N. Y. | 600,000 | — | — | — | 275,000 | 300,000 | 10,000 | ..... | — | (Leased | & oper. by | Del. & Hu | d. C. Co.) | ..... | — | 100 | .... |
| Sept. 30, 1870 | 227.4 | — | 28.1 | 200.5 | 35 | 21 | 13 | 310 | Chesapeake and Ohio.....Va. & W. Va. | 8,375,734 | 751,588 | 35,630 | 1,152,757 | 3,354,027 | 6,919,962 | ..... | ..... | 227.4 | 427,428 | 6,086,373 | 7,213,298 | 677,325 | 59,886 | — | 100 | .... |
| ept. 30, 1870 | 53.6 | — | 13.0 | — | 25 | 20 | 9 | 392 | Cheshire.....New Hampshire. | 2,367,041 | 322,266 | 44,000 | 198,490 | 2,085,925 | 807,000 | — | 168,872 | 63.8 | 468,288 | ..... | 10 mos. | 616,764 | 94,372 | 2 | 100 | .... |
| Oct. 31, 1870 | 21.5 | — | 1.5 | — | — | — | — | — | Chester Valley .....Pennsylvania. | 1,371,900 | — | ..... | ..... | 871,900 | 500,000 | 455,000 | ..... | — | (Leased | and oper. | by Phila.a | nd Read.) | ..... | — | 50 | .... |
| Dec. 31, 1870 | 242.0 | 80.0 | 51.1 | — | 108 | 60 | 21 | 2,256 | Chicago and Alton .....Illinois. | 13,881,923 | * | 1,860,062 | 552,628 | 11,350,972 | 4,137,813 | 520,584 | 285,238 | 511.0 | 2,966,664 | ..... | ..... | 4,849,405 | 2 063,299 | 10 | 100 | 117¾ |
| Apr 30, 1871 | 400.0 | — | 167.0 | — | 175 | 84 | 45 | 3,053 | Chicago, Burlington and Quincy..Illinois. | 16,871,090 | 4,723,545 | 9,295,928 | 1 964,317 | 16,590,510 | 12,569,459 | 1,888,023 | 2,797,889 | 642.0 | 4,113,932 | 56,320 468 | 206,949,525 | 7,207,685 | 2,779,011 | 10 | 100 | 137 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dec. 31, 1870 | 73.0 | — | 3.7 | 20.0 | 5 | 4 | 2 | 168 | Chicago, Cincinnati and Louisville ...Ind. | 2,500,000 | 156,000 | 10,000 | ..... | 1,500,000 | 1,000,000 | ..... | ..... | 73.0 | (Re-orga | niza. of Ch | n. Peru & | Chic.) | ..... | — | 100 | ... |
| Dec. 31, 1870 | 72.0 | — | 1.3 | 63.0 | 13 | 6 | 2 | 160 | Chicago, Danville and Vincennes.....Ill. | ..... | ..... | ..... | ..... | 2,500,000 | 2,500,000 | ..... | ..... | .... | (Is now | completed | to Danv.) | ..... | ..... | — | 100 | ... |
| Dec. 31, 1869 | 82.5 | — | 16.7 | — | — | — | — | — | Chicago, Iowa and Nebraska .....Iowa. | 5,000,000 | — | — | ..... | 3,916,000 | 810,000 | ..... | ..... | — | (Leased | & oper. by | C.&N.W.) | 1,220,882 | 557,950 | 10 | 100 | 113¼ |
| May 31, 1871 | 834.4 | — | 192.4 | 246.0 | 264 | 166 | 113 | 6,181 | Chicago and N. West'n. Ill., Wis. & Mich. | 52,000,659 | * | 1,832,950 | ..... | 35,135,972 | 18,049,000 | 1,188,257 | 333,559 | 1,156.0 | ..... | 100,802,521 | 268,417,381 | 11,694,914 | 5,383,408 | 10 | 100 | 78⅝ |
| Jun. 30, 1871 | 200.0 | 24.0 | .... | — | 8 | 6 | 4 | 140 | Chicago and Michigan Lake Shore..Mich. | 8,000,000 | * | ..... | ..... | 4,000,000 | 4,000,000 | — | — | .... | (Will be | completed | in 1871.) | ..... | ..... | 8 | 100 | ... |
| Mar. 31, 1871 | 494.0 | 50.5 | 109.5 | — | 145 | 63 | 26 | 2,965 | Chicago, Rock Island & Pacific. Ill. & Iowa, | 26,703,243 | * | 439,304 | 1,354,451 | 17,000,000 | 8,717,743 | 59,988 | 2,719,378 | 591.0 | 3,610,117 | 44,609,479 | 151,864,519 | 6,028,287 | 2,622,828 | — | 100 | 113⅝ |
| Jun. 30, 1871 | 270.0 | — | 8.6 | — | ... | ... | ... | ..... | Chicago and South Western..Iowa & Mo. | 12,000,000 | * | ..... | — | 7,000,000 | 5,000,000 | — | — | .... | (Will be | completed | in 1871.) | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 36.5 | — | 2.5 | — | — | — | — | — | Chillicothe and Brunswick.....Mo. | 845,000 | — | ..... | — | 345,000 | 500,000 | — | — | — | (Leased | and oper. b | y North M | issouri.) | ..... | — | 100 | ... |
| Apr. 30, 1871 | 40.0 | — | 1.3 | 54.0 | 1 | — | 1 | 3 | Cin., Cumber. Gap & Charles. ¶..T.&N.C. | 1,402,000 | 21,400 | 23,000 | — | 75,000 | 1,404,680 | 252,529 | — | 40.0 | 25,000 | ..... | ..... | 24,379 | 2,096 | 8 | 100 | ... |
| Mar. 31, 1871 | 60.1 | — | 33.4 | — | 36 | 34 | 13 | 497 | Cincinnati, Hamilton and Dayton...Ohio. | 3,974,405 | 1,006,251 | 952,292 | 444,506 | 3,500,000 | 2,032,000 | 305,580 | 539,874 | 60.1 | ..... | ..... | ..... | 1,270,622 | 588,940 | — | 100 | 92¼ |
| Jun. 30, 1871 | 20.5 | 6.7 | 6.2 | — | — | — | — | — | Cincinnati and Indiana.....Ohio & Ind. | 2,000,000 | — | — | — | 2,000,000 | 2,000,000 | — | — | — | (Leased | & oper. by | Ind., Cin. | and Laf.) | ..... | — | 100 | ... |
| Jun. 30, 1870 | 98.0 | 25.0 | 5.6 | — | 16 | 12 | 5 | 244 | Cin. and Indianapolis Junction..O. & Ind. | 6,187,645 | * | — | — | 3,027,450 | 2,033,000 | 1,061,798 | — | 123.0 | ..... | ..... | ..... | 261,277 | 26,713 | 6 | 100 | ... |
| Jun. 30, 1871 | 13.0 | — | 0 3 | — | — | — | — | — | Cin., Lexington and E. Tennessee...Tenn. | 1,000,000 | — | — | — | 1,000,000 | — | — | — | — | (Leased | & oper. by | Kentucky | Central.) | ..... | — | 100 | ... |
| Jun. 30, 1871 | 40.0 | — | 2.9 | — | — | — | — | — | Cincinnati and Martinsville.....Indiana. | 800,000 | — | — | — | 400,000 | 400,000 | — | — | — | (Leased | & oper. by | Ind., Cin. | and Laf.) | 54,000 | — | 100 | ... |
| Jun. 30, 1871 | 132.1 | — | 9.0 | — | 16 | 11 | 6 | 266 | Cincinnati and Muskingum Valley..Ohio | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 132.1 | (Reorga | nization of | Cin.& Zan | esville.) | ..... | — | 100 | ... |
| Mar. 31, 1871 | 42.0 | — | 2.6 | — | 6 | 3 | 4 | 71 | Cin., Richmond and Chicago. Ohio & Ind. | 826,733 | 120,452 | 700 | 81,009 | 382,600 | 615,000 | 21,294 | — | 42.0 | ..... | ..... | ..... | 152,136 | 44,851 | 7 | 100 | ... |
| Jun. 30, 1870 | 155.0 | 16.0 | 20.1 | — | 26 | 31 | — | 268 | Cincinnati, Sandusky & Cleveland..Ohio. | 5,840,623 | * | 127,169 | 20,053 | 3,396,446 | 2,417,851 | 173,547 | — | 171.0 | 603,581 | 6,090,000 | 21,667,196 | 810,476 | 272,432 | 7 | 100 | 23¼ |
| Dec. 31, 1870 | 340.5 | 49.9 | 62.5 | — | 89 | 47 | 20 | 1,541 | Cleveland, Col. Cin. & Ind...Ohio & Ind. | 12,509,187 | * | 1,868,053 | 435,177 | 11,620,000 | 3,000,000 | — | 192,365 | 390.4 | 2,609,033 | 27,294,924 | 148,875,519 | 3,328,281 | 980,044 | — | 100 | 89¼ |
| Jan. 24, 1871 | 67.8 | 12.4 | 33.5 | — | — | — | — | — | Cleveland and Mahoning .....Ohio. | 3,147,934 | — | 391,456 | 198,402 | 2,057,569 | 1,582,600 | 25,948 | 76,675 | — | (Leased | & oper. by | Atl. & Gt. | West'rn.) | ..... | 10 | 50 | ... |
| Jun. 30, 1871 | 73.7 | — | 5.0 | 68.8 | 8 | 6 | 7 | 449 | Clev., Mt. Vernon and Delaware....Ohio. | 1,234,000 | * | — | — | 1,150,000 | 143,000 | — | — | 76.7 | ..... | ..... | ..... | 199,157 | 60,617 | — | 100 | ... |
| Nov. 30, 1870 | 124.0 | 75.0 | 60.0 | — | 78 | 40 | 20 | 1,840 | Cleveland and Pittsburg....Ohio & Penn. | 11,278,837 | * | 213,133 | 418,666 | 7,494,588 | 3,781,344 | 412,512 | 222,192 | 225.0 | 1,157,478 | 19,488,051 | 96,807,404 | 2,763,741 | 1,137,430 | — | 100 | 90⅞ |
| Dec. 31, 1870 | 588.0 | 25.0 | 71.2 | — | — | — | — | — | Col., Chic. & Ind. Cent...Ohio, Ind & Ill | 37,010,174 | — | — | — | 13,000,000 | 24,010,174 | ..... | — | — | (Leas. & | oper. by Pi | ts.C.&S.L. | )3,293,193 | 1,107,470 | 10 | 100 | 24¼ |
| Dec. 31, 1870 | 75.3 | 13.0 | 4.7 | — | 12 | 8 | 3 | 376 | Columbus and Hocking Valley .....Ohio. | 2,375,121 | 472,034 | ..... | ..... | 848,964 | 1,616,000 | ..... | ..... | 69.8 | 244,386 | ..... | ..... | 372,229 | 210,914 | 7 | 100 | ... |
| Mar. 31, 1871 | 35.0 | 7.0 | 48.5 | — | 32 | 33 | 12 | 611 | Concord.....New Hampshire. | 1,500,000 | * | 63,040 | 106,631 | 1,500,000 | — | 109,853 | 59,819 | 119.5 | ..... | ..... | ..... | ..... | ..... | 10 | 50 | 161 |
| Mar. 31, 1870 | 41.0 | — | 6.5 | — | — | — | — | — | Concord and Portsmouth..N. Hampshire. | 1,108,859 | — | — | — | 350,000 | — | — | — | — | (Leased | & oper. by | Concord.) | 25,000 | ..... | 10 | 100 | 115¼ |
| Jun. 30, 1871 | 110.3 | — | 12.7 | — | 17 | 13 | 7 | 568 | Connecticut and Passump. Riv..Vermont. | 3,145,380 | * | 191,939 | 44,134 | 2,126,778 | 1,015,229 | 29,499 | 209,947 | 143.3 | 337,464 | 6,268,110 | 8,578,675 | 695,587 | 283,665 | 6 | 100 | 93¾ |
| Sept. 30, 1870 | 50.0 | 3.4 | 13.6 | — | 17 | 21 | 8 | 278 | Connecticut River .....Massachusetts. | 1,876,616 | 223,814 | 223,421 | 180,425 | 1,700,000 | 250,000 | 234,854 | 319,422 | 53.4 | ..... | ..... | (10 mos. | 591,972 | 217,174 | — | 100 | 140 |
| Dec. 31, 1870 | — | — | — | 44.0 | ... | ... | ... | .... | Connecticut Valley.....Connecticut. | 982,000 | — | — | — | 789,251 | — | 194,752 | — | — | ..... | ..... | ..... | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 67.5 | 1.7 | .... | — | ... | ... | ... | .... | Connecticut Western.....Connecticut. | 1,599,393 | * | — | — | 1,419,305 | 81,000 | — | — | — | ..... | ..... | ..... | ..... | ..... | 6 | 50 | ... |
| Dec. 31, 1870 | 6.8 | — | 9.5 | — | — | — | — | — | Connecting (Phila.).....Pennsylvania. | 2,278,300 | — | — | — | 1,278,300 | 1,000,000 | — | — | — | (Oper. | by Phila. | & Trent.) | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 14.6 | — | 1.1 | — | — | — | — | — | Contoocook River .....New Hampshire. | 257,000 | — | — | — | 200,000 | 30,000 | — | — | — | (Oper. | by Northe | rn N. H.) | ..... | ..... | — | 50 | ... |
| Sept 30, 1870 | 16.0 | 1.0 | 0.3 | — | — | — | — | — | Cooperstown and Susquehanna..N. York. | 447,528 | — | — | — | 307,383 | 100,000 | 28,606 | — | 17.0 | 20,032 | 424,327 | 181,476 | 42,147 | 15,457 | 16 | 50 | ... |
| Dec. 31, 1870 | 7.5 | — | 2.5 | — | 3 | — | — | 117 | Cornwall ..... .....Pennsylvania. | 384,228 | * | — | — | 300,000 | — | — | — | 7.5 | 12,000 | ..... | ..... | 91,984 | 47,500 | — | 50 | ... |
| Dec. 31, 1870 | 54.5 | — | 19.0 | — | 26 | 2 | 2 | 440 | Cumberland and Pennsylvania. Maryland. | 2,049,302 | 998,251 | ..... | ..... | 1,500,000 | 1,730,600 | ..... | ..... | 34.0 | 286,186 | ..... | (10 mos. | 690,036 | 158,977 | 8 | 50 | ... |
| Sept. 30, 1870 | 74.0 | — | 11.5 | 10.0 | 17 | 6 | 6 | 261 | Cumberland Valley.....Penn. & Md. | 1,459,229 | * | 516,025 | 118,556 | 1,325,625 | 352,300 | 74,083 | 342,802 | 74.0 | 247,970 | ..... | ..... | 565,519 | 268,818 | 16 | 50 | ... |
| Dec. 31, 1870 | 23.8 | 4.0 | 4.2 | — | 6 | 2 | 2 | 62 | Danbury and Norwalk .....Connecticut. | 581,079 | 87,783 | 24,909 | 12,682 | 400,000 | 300,000 | — | 6,454 | 27.8 | 83,000 | ..... | ..... | 175,445 | 82,163 | — | 100 | ... |
| Dec. 31, 1870 | 47.0 | 22.0 | 6.9 | — | ... | ... | ... | .... | Danv., Hazleton & Wilkesbarre....Penn | 1,397,716 | * | 400,000 | — | 568,900 | 1,006,500 | 222,316 | — | — | (Nearly | completed | at date.) | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 43.0 | — | 3.5 | 107.0 | 3 | 2 | 2 | 60 | Davenport and St. Paul.....Iowa. | 1,018,000 | * | — | — | 258,000 | 830,000 | — | — | — | (Being c | onstructed | at $26,000 | pr.mile.) | ..... | — | 100 | ... |
| Mar. 31, 1871 | 141.4 | — | 16.1 | — | 21 | 4 | 4 | 351 | Dayton and Michigan .....Ohio. | 5,096,359 | 730,256 | — | 156,825 | 2,398,972 | 4,245,000 | 124,968 | — | 141.4 | ..... | ..... | ..... | 1,062,406 | 395.011 | — | 100 | ... |
| Jun. 30, 1870 | 31.8 | — | 2.7 | — | 4 | 4 | 3 | 66 | Dayton and Union .....Ohio. | 600,746 | * | — | — | 82,350 | 527,449 | 8,187 | — | 31.8 | ..... | ..... | ..... | 124,327 | 15,071 | — | 100 | ... |
| Dec. 31, 1870 | 41.5 | — | 3.0 | — | — | — | — | — | Dayton and Western.....Ohio. | 850,000 | — | — | — | 309,276 | 701,000 | — | — | — | (Leased | & oper. by | Little Mia | mi.) | ..... | 6 | 50 | ... |
| Dec. 31, 1870 | 84.5 | 26.0 | 5.5 | — | — | — | — | — | Delaware ¶.....Delaware. | 2,141,300 | — | 127,515 | 34,352 | 1,230,941 | 882,700 | 136,476 | — | 110.5 | (Leased | & oper. by | P.W.&B.) | 383,862 | 60,674 | 10 | 100 | ... |
| Dec. 31, 1870 | 115.0 | — | 102.0 | — | 124 | 14 | 5 | 8,876 | Delaware, Lack. and Western.....Penn. | 15,100,000 | 3,725,000 | ..... | ..... | 18,808,850 | 3,308,000 | 2,650,000 | ..... | 115.0 | 2,819,100 | ..... | (14 mos. | 4,106,221 | 1 490,702 | — | 100 | 109⅝ |
| Dec. 31, 1870 | 106.0 | — | 10.6 | — | — | — | — | — | *Denver Pacific* .....Colorado. | 5,000,000 | — | ..... | ..... | 2,500,000 | 2,500,000 | — | — | 106.0 | (Leased | & oper. by | K Pacific.) | 304,715 | 136,421 | — | 100 | ... |
| Dec. 31, 1870 | 248.0 | — | 12.4 | — | 29 | 16 | 10 | 515 | Des Moines Valley.....Iowa. | 12,000,000 | * | ..... | ..... | 5,000,000 | 7,000,000 | ..... | ..... | 248.0 | ..... | ..... | about | 1,000,000 | ..... | — | 100 | ... |
| Dec. 31, 1870 | 189.0 | — | 20.7 | — | 34 | 30 | 21 | 493 | Detroit and Milwaukee.....Michigan. | 11,648,094 | * | ..... | ..... | 2,547,350 | 7,530,048 | 236,812 | — | 189.0 | 690,924 | ..... | ..... | 1,421,122 | 503,223 | — | 100 | ... |
| Dec. 31, 1870 | 57.0 | — | 2.1 | 103.0 | 9 | 3 | 1 | 136 | Detroit, Lansing and L. Michigan ..Mich. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 57.0 | (Leased | & oper. by | Mich.Cen. | ) | ..... | 3 | 100 | ... |
| Dec. 31, 1870 | 14.0 | — | — | — | — | — | — | — | Dexter and New York.....Maine. | 300,000 | — | — | — | 122,000 | 175,000 | — | — | 14.0 | (Leased | & oper. by | Ma. Cent.) | 18,000 | ..... | — | 100 | ... |
| Dec. 31, 1870 | 33.5 | — | 1.7 | — | 2 | — | — | — | Dorcester and Delaware .....Delaware. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 33.5 | (Leased | & oper. by | Phila., Wi | l.& Balt.) | ..... | 6 | 100 | ... |
| Dec. 31, 1870 | 28.5 | — | 1.8 | — | — | — | — | — | Dover and Winnipissogee....New Hamp. | 480,000 | — | — | — | 480,000 | — | — | — | — | (Leased | & oper. by | Boston an | d Miami.) | 29,000 | — | 100 | ... |
| Dec. 31, 1870 | — | — | — | 50.0 | — | — | — | — | Dubuque, Bellevue and Mississippi. Iowa. | 2,000 000 | — | — | — | 500,000 | 1,000,000 | — | — | — | (U | nder cons | truction.) | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 54.8 | — | 2.3 | — | 4 | 2 | 4 | 77 | Dubuque, Marion and Western ....Iowa. | 1,732,692 | * | — | 38,150 | 1,169,137 | 539,500 | 32,133 | 30,072 | 54.8 | 137,720 | ..... | ..... | 192,306 | 60,100 | 7 | 100 | ... |
| Dec. 31, 1870 | 144.0 | — | 7.2 | — | — | — | — | — | *Dubuque and Sioux City*.....Iowa. | 5,880,000 | — | — | — | 5,000,000 | 880,000 | — | — | — | (Leased | & oper. by | Ill. Centr.) | 393,598 | ..... | — | 100 | 70 |
| Sept. 30, 1870 | — | — | — | 54.0 | — | — | — | — | Dunkirk, Warren & Pittsburg...N. York. | 741,000 | — | — | — | 468,000 | 273,000 | 25,000 | — | — | (U | nder cons. | to be comp | leted in 1 | 71.) | — | 50 | ... |
| Sept. 30, 1870 | 43.0 | — | 6.0 | 15.0 | 5 | 5 | 2 | 79 | Dutchess and Columbia Counties...N. Y. | 2,406,173 | * | — | — | 1,458,470 | 1,500,000 | 115,639 | — | .... | 61,964 | 739,334 | 827,504 | 64,735 | 14,475 | 6 | 50 | ... |
| Dec. 31, 1870 | 17.5 | — | 0 3 | — | — | — | — | — | East Brandywine and Waynesb....Penn. | 264,000 | — | — | — | 89,800 | 175,000 | — | — | — | (Leased | oper. by P | ennsylvan | ia.) | ..... | 7 | 50 | ... |
| Dec. 31, 1870 | 7.5 | — | 6.3 | — | — | — | — | — | East Mahanoy .....Pennsylvania. | 391,604 | — | — | — | 392,550 | — | — | — | — | (Leas. & | oper. by P | hila. & Re | ading.) | ..... | — | 50 | 66 |
| Dec 31, 1870 | 36.0 | — | 9.8 | — | — | — | — | — | East Pennsylvania.....Pennsylvania. | 1,484,290 | — | — | — | 1,209,200 | 495,900 | — | — | — | (Leas. & | oper. by P | hila. & Re | ading.) | ..... | 8 | 50 | 77½ |
| Jun. 30, 1870 | 242.0 | 28.0 | 17.0 | — | 39 | 21 | 7 | 468 | East Tenn. Va., & Georgia ¶..Tenn. & Ga | 9,164,695 | * | 91,018 | 521,331 | 1,969,624 | 5,019,056 | 235,407 | 2,552,957 | 270.0 | ..... | ..... | ..... | 1,278,864 | 415,816 | — | 100 | ... |
| Sept. 30, 1870 | 44.1 | 54.4 | 35.2 | — | 46 | 86 | 25 | 810 | Eastern.....Massachusetts. | 6,783,262 | * | 900,578 | 171,922 | 4,062,600 | 3,037,400 | 78,866 | 180,542 | 114.5 | 850,699 | ..... | (10 mos. | 1,462,770 | 643,274 | — | 100 | 109¾ |
| Dec. 31, 1870 | 23.0 | 5.4 | 1.3 | — | 3 | 1 | — | 81 | Eastern Kentucky.....Kentucky. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 23.4 | ..... | ..... | ..... | 86,920 | 40,898 | — | 50 | ... |
| Dec. 31, 1870 | 40.0 | — | 2.1 | — | 2 | — | — | — | Eastern Shore ¶ .....Maryland. | 875,000 | * | ..... | ..... | 295,000 | 580,000 | ..... | ..... | — | (Leas. & | oper. by P | .Wil.& B.) | 76,772 | 25,320 | — | 100 | ... |
| Dec. 31, 1870 | 11.0 | — | 0.5 | — | — | — | — | — | Ebensburg and Cresson....Pennsylvania. | 122,000 | — | ..... | ..... | 100,000 | 80,000 | ..... | ..... | — | (Leas. & | oper. by P | ennsylvan | ia.) | ..... | — | 100 | ... |
| Apr. 30, 1871 | 48.0 | — | 2.4 | — | 5 | 5 | 1 | 61 | Edgefield and Kentucky ¶.....Tenn. | 2,750,000 | * | ..... | ..... | 1,075,500 | 1,673,804 | ..... | ..... | 48.0 | ..... | ..... | (11 mos. | 98,254 | 294 | 5 | 100 | ... |
| Jun. 30, 1871 | 93.0 | — | 2.0 | 92.0 | 9 | 4 | 2 | 132 | Elizabeth and Paducah.....Kentucky. | 3,000,000 | * | ..... | ..... | 3,000,000 | 3,000,000 | ..... | ..... | 93.0 | (No retu | rns—road | incomplet | e.) | ..... | 5 | 50 | ... |
| Sept. 30, 1870 | 46.8 | — | 2.9 | — | — | — | — | — | Elmira, Jefferson and Canandaigua. N. Y. | 500,000 | ..... | ..... | ..... | 500,000 | ..... | ..... | ..... | — | (Leas. & | oper. by N | . Central.) | ..... | 25,000 | — | 100 | ... |
| Dec. 31, 1870 | 78.0 | — | 14.0 | — | — | — | — | — | Elmira and Williamsport..Penn. & N. Y. | 2,620,000 | ..... | ..... | ..... | 1,000,000 | 1,620,000 | ..... | ..... | — | (Leas. & | oper. by N | . Central.) | 165,000 | ..... | 1¼ | 50 | ... |
| Sept. 30, 1870 | 459.0 | 386.5 | 449.7 | — | 440 | 274 | 71 | 8,840 | Erie.....New Jersey, N. York & Pa. | 64,972,451 | 8,440,588 | 532,548 | — | 83,536,900 | 23,398,800 | ..... | ..... | 845.5 | 9,326,379 | 135,589,109 | 898,862,718 | 16,179,462 | 1,354,601 | — | 100 | 38¼ |
| Oct. 31, 1870 | 83.7 | 3.7 | 177.2 | — | 26 | 4 | 4 | 752 | Erie and Pittsburg.....Pennsylvania. | 3,155,650 | 1,363,329 | ..... | ..... | 1,090,250 | 2,577,590 | ..... | ..... | 101.7 | (Leas. & | oper. by P | ennsylvan | ia.) | ..... | — | 100 | ... |
| Dec. 31, 1870 | 58.0 | — | 5.0 | 52.0 | 6 | 9 | 5 | 135 | European and North American ¶..Maine. | 2,404,792 | 182,279 | 223,511 | — | 520,700 | 3,000,000 | ..... | ..... | 58.0 | 96,100 | 2,481,484 | ..... | 217,394 | 109,836 | — | 100 | ... |
| Aug 31, 1870 | 132.0 | — | 12.0 | — | 15 | 12 | 5 | 218 | Evansville and Crawfordsville...Indiana. | 2,417,058 | 372,970 | 101,366 | 51,600 | 1,144,053 | 1,240,000 | 36,564 | 522,377 | 142.0 | 306,838 | ..... | ..... | 516,800 | 166,699 | — | 100 | ... |
| May 31, 1871 | 90.0 | — | 3.6 | 20.0 | ... | ... | ... | .... | Evansville, Henderson and Nashville. Ky. | 3,000,000 | * | — | — | 2 000,000 | 1,000,000 | — | — | 90.0 | (No | returns of | operat'n.) | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 31.0 | — | 1 3 | 23.0 | ... | ... | ... | .... | Evansville, Terre Haute & Chi..Ind.& Ill. | ..... | ..... | — | — | 300,000 | 750,000 | — | — | 31.0 | (Com'e | nced oper. | in Jan. 18 | 71.) | ..... | 3¼ | 50 | ... |
| Sept. 30, 1870 | 5.8 | — | — | — | — | — | — | 1 | Fall River, Warren and Providence..R. I. | 330,089 | * | 23,259 | 1,406 | 150,000 | 150,000 | 269,450 | — | 5.8 | ..... | ..... | (10 mos. | 26,814 | 3,799 | 8 | 100 | ... |
| Oct. 31, 1870 | 12.7 | — | 0.4 | — | — | — | — | — | Fayette County.....Pennsylvania. | 130,000 | — | — | — | 90,000 | — | 35,800 | — | — | (Leased | & oper. by | Pbg. & Co | nnellsv.) | ..... | — | 100 | ... |
| Sept. 30, 1870 | 50.9 | 42.7 | 82.1 | — | 35 | 42 | 11 | 730 | Fitchburg .....Massachusetts. | 3,540,000 | * | ..... | ..... | 3,540,000 | ..... | ..... | ..... | 93.6 | 538,086 | ..... | (10 mos. | 1,085,937 | 252,285 | — | 100 | 136¼ |
| Dec. 31, 1871 | 13.0 | — | 1.0 | — | — | — | — | — | Flemington.....New Jersey. | 393,731 | — | ..... | ..... | 150,011 | 100,000 | 143,720 | — | 13.0 | (Oper. b | y Belv. & | Delaware. | 27,550 | loss. | — | 100 | ... |
| Dec. 31, 1871 | 117.0 | — | 2.1 | 72.5 | 15 | 15 | 6 | 201 | *Flint and Pere Marquette*.....Michigan. | 3,221,759 | * | 1,118,262 | 78,318 | 1,099,100 | 2,286,000 | 831,158 | 202,081 | 100.0 | 304,702 | ..... | ..... | 502,647 | 232,010 | — | 100 | ... |
| Dec. 31, 1870 | 154.0 | — | 3.1 | 50.0 | 7 | — | — | 100 | *Florida*.....Florida. | 5,300,000 | * | ..... | ..... | 3,000,000 | 2,300,000 | ..... | ..... | 154.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 100.0 | — | 5.0 | — | 6 | 4 | 2 | 144 | Ft. Wayne, Jack. & Saginaw..Ill. & Mich. | 2,760,000 | * | ..... | ..... | 800,000 | 1,500,000 | ..... | ..... | 100.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 109.0 | — | 1.1 | — | ... | ... | ... | ..... | Ft. Wayne, Muncie and Cin.....Indiana. | 2,800,000 | — | — | — | 1,000,000 | 1,800,000 | ..... | ..... | 109.0 | (Opened | for traffic | n fall of 18 | 70.) | ..... | — | 50 | ... |
| Dec. 31, 1870 | 4.2 | — | 0.7 | — | — | — | — | — | Frankford and Holmesburg.....Penn. | 159,427 | — | — | — | 80,000 | 14,000 | 65,632 | — | — | (Oper. b | y Phila. & | Trenton.) | ..... | ..... | — | 100 | ... |
| Dec. 31, 1870 | 17.0 | — | 1.9 | — | 4 | 3 | 1 | 13 | Freehold and Jamesburg.....N. Jersey. | 283,745 | * | 99,267 | ..... | 283,745 | — | 99,267 | — | 23.0 | 69,544 | ..... | 62,912 | 5,55[illegible] | ..... | — | 100 | ... |
| Apr. 30, 1871 | — | — | — | 30.0 | — | — | — | — | Frederick and Pennsylvania Line ....Md. | 500,000 | ..... | ..... | ..... | 306,000 | 250,000 | — | — | — | (Rapidl | y approac | hing comp | letion.) | ..... | — | 100 | ... |
| Apr. 30, 1871 | 84.0 | — | 6.2 | .... | 9 | 5 | 3 | 100 | Galv., Harrisburg & San Antonio..Texas. | ..... | ..... | ..... | ..... | ..... | 750,000 | ..... | 1,142,008 | 84.0 | (Re-org | an. of Buff. | Bay., Braz. | & Colo.) | ..... | — | 100 | ... |
| Apr. 30, 1871 | 50.3 | 1.7 | 3.2 | — | 7 | 8 | 2 | 97 | Galveston, Houston & Henderson. Texas. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 52.0 | (Oper. b | y Receive | r.) | ..... | ..... | — | 100 | ... |
| Mar. 31, 1871 | 171.0 | 61 0 | 23.2 | — | 52 | 23 | 10 | 589 | Georgia.....Georgia. | 4,156,000 | * | 1,316,844 | 246,144 | 4,200,800 | 211,235 | 625,953 | — | 232.0 | 910,753 | ..... | ..... | 1,500,098 | 667,539 | 8 | 100 | ... |
| Sept 30 1870 | 11.7 | — | 0.3 | 3.1 | — | — | — | — | Goshen and Deekertown.....New York. | 289,361 | ..... | — | — | 104,294 | 226,500 | 75,500 | ..... | 11.7 | 31,940 | 51,186 | 88,264 | 30,356 | 10,050 | — | 100 | ... |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

| Years ending. | Railroad. Main Line. | Railroad. Branch Line. | Railroad. 2d Track and Sidings. | Railroad. Railroad in progress. | Rolling Stock. Engines. | Rolling Stock. Cars. Pass. | Rolling Stock. Cars. B. M. E. | Rolling Stock. Cars. Freight. | Companies. | Abstract of General Balance Sheet. Property and Assets. Railroad. | Property and Assets. Rolling Stock. | Property and Assets. Assets. | Accounts and Cash. | Liabilities. Stocks. | Liabilities. Bonds. | Liabilities. Accounts. | Liabilities. Surplus Income. | Railroad Operated. | Operations. Trains Moved. | Operations. Carried one mile. Passengers. | Operations. Carried one mile. Freight. | Earnings. Gross. | Earnings. Net. | Dividends. | Value of Shares. Par. | Value of Shares. Market. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | M. | M. | Number. | Tons. | $ | $ | pc. | $ | p.c. |
| Aug. 31, 1870 | 202.0 | — | 10.1 | 150.0 | ... | ... | ... | .... | *Grand Rapids and Indiana*.....Indiana. | 4,590,525 | * | | | 1,590,525 | 3,000,000 | | | .... | (Recently brought into operation.) | | | | | — | 100 | ... |
| May 31, 1871 | 94.0 | — | 4.7 | — | — | — | — | — | Grand River Valley.....Michigan. | 1,992,000 | | | | 492,000 | 1,500,000 | | | — | (Leased and oper. by Mich'gan Central.) | | | | | — | 100 | .... |
| Nov. 30, 1870 | 861.0 | 516.0 | 344.3 | — | 326 | 219 | 89 | 3,773 | Grand Trunk ¶.....Canada. | 92,772,070 | * | | | 14,367,946 | 80,624,595 | | | 1,377.0 | 5,711,146 | | | 7,478,800 | 1,888,710 | — | 100 | ... |
| July 31, 1870 | 229.0 | 146.0 | 37.5 | 105.0 | 140 | 129 | 42 | 1,846 | Great Western ¶.....Canada. | 25,588,694 | * | | | 19,237,404 | 7,964,353 | | | 406.0 | 2,042,272 | 61,015,319 | 133,250,631 | 4,054,335 | 1,644,342 | 4½ | 100 | .... |
| Sept. 30, 1870 | 143.3 | 21.0 | 4.1 | — | 27 | 14 | 2 | 69 | Greenville and Columbia ¶ ...S. Carolina. | 3,080,963 | * | | | 1,510,968 | 1,803,312 | 250,000 | | 197.0 | 131,000 | | | 428,718 | 171,487 | — | 100 | .... |
| May 31, 1871 | 46.0 | 6.0 | 2.0 | — | — | — | — | — | Hannibal and Naples.....Illinois. | 1,425,000 | | | | 750,000 | 675,000 | | | — | (Leased & oper by Tol. Wab. & Wester | | | | | — | 100 | .... |
| Jun. 30, 1871 | 70.0 | — | — | — | — | — | — | — | Hannibal and Central Missouri. Missouri. | 1,550,000 | | | | 450,000 | 1,100,000 | | | — | (Operated by Tol. Wabash & Western. | | | | | — | 100 | .... |
| Aug. 31, 1870 | 207.0 | 68.0 | 27.5 | — | 79 | 42 | 7 | 1,247 | *Hannibal and St. Joseph* ¶.....Missouri. | 15,565,490 | 2,800,392 | 2,920,197 | 179,865 | 9,238,924 | 9,322,000 | 2,273,640 | 631,280 | 275 0 | ..... | 29,223,527 | 70,858,854 | 3,340,225 | 1,099,667 | — | 100 | 40 |
| Sept. 30, 1870 | 114.0 | 2.0 | 5.2 | — | 4 | — | — | — | Harlem Extension .....New York. | 8,039,500 | * | | | 4,000,000 | 4,000,000 | 40,509 | | 116.0 | 116,322 | 1,752,306 | 2,252,264 | 193,619 | loss. | — | 100 | .... |
| Aug. 31, 1870 | 36.0 | 18.0 | 17.0 | — | — | — | — | — | Harrisburg and Lancaster..Pennsylvania. | 1,882,550 | | | | 1,182,550 | 700,000 | | | 54.0 | (Leased & oper. by Pennsylvania.) | | | | | 7 | 50 | 100 |
| Nov. 30, 1870 | 62.0 | 13.5 | 83.2 | — | 32 | 30 | 18 | 584 | Hartford and New Haven....Connecticut. | 3,657,113 | 800,000 | 1,725,380 | 282,501 | 4,796,925 | 754,000 | 93,998 | 820,071 | 75.0 | 875,644 | | | 2,412,150 | 843,903 | 12 | 100 | 166½ |
| Dec. 31, 1870 | 122.4 | 0.8 | 16.9 | — | 25 | 35 | 17 | 371 | Hartford, Prov. and Fishkill¶.Conn. & R.I. | 4,704,866 | * | | | 2,037,939 | 2,055,500 | | | 123.2 | 544,772 | 14,447,202 | 5,051,366 | 888,755 | 121,394 | — | 100 | .... |
| Dec. 31, 1870 | 30.0 | — | 1.0 | 270.0 | 2 | 1 | 1 | 21 | *Hastings and Dakota*.....Minn. | 1,200,000 | * | | | 20,000pm | 20,000pm | | | — | (Operated by Mil. and St. Paul.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 74.0 | — | 10.1 | — | 12 | 13 | 8 | 285 | Housatonic .....Connecticut. | 2,105,558 | * | 284,082 | 131,451 | 2,000,000 | 341,000 | 136,183 | 44,508 | 119.8 | ..... | ..... | ..... | 752,097 | 147,025 | — | 100 | .... |
| Dec. 31, 1870 | 170.0 | 50.0 | 7.2 | 245.0 | 30 | 17 | 10 | 700 | Houston and Texas Central ¶.....Texas. | 6,000,000 | * | | | 2,600,000 | 3,400,000 | | | 166.0 | ..... | ..... | ..... | 1,538,422 | 796,601 | — | 100 | .... |
| Dec. 31, 1870 | 44.0 | 14.8 | 12.5 | — | 17 | 4 | 3 | 48 | Huntingdon and Broad Top Mt.....Penn. | 2,738,811 | * | | | 834,550 | 2,008,096 | | | 58.8 | 176,067 | ..... | ..... | 287,575 | Loss. | — | 50 | 22 |
| Dec. 31, 1870 | 560.9 | 146.5 | 114.6 | — | 187 | 103 | 44 | 4,224 | *Illinois Central* .....Illinois. | 33,199,574 | * | | | 25,296,880 | 6,869,500 | | | 1,109.6 | 5,387,606 | 54,305,218 | 265,409,371 | 8,678,958 | 2,851,321 | 10 | 100 | 135 |
| Dec. 31, 1870 | — | — | — | 151.0 | — | — | — | — | Indiana and Illinois Central....Ind. & Ill. | ..... | | | | 2,750,000 | 2,750,000 | | — | (Under construction on at $35,000 p.m.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 202.5 | — | 14.0 | — | 26 | 14 | 8 | 500 | Ind., Bloomington & Western..Ind. & Ill. | 11,500,000 | * | | | 5,000,000 | 6,500,000 | | | 202.5 | (Commenced operations Sept. 1870.) | | | | | — | 100 | .... |
| Jan. 30, 1870 | 179.0 | — | 20.0 | — | 52 | 40 | 12 | 1,020 | Indianapolis, Cin. and Lafayette. Indiana. | 17,333,514 | * | | | 7,685,497 | 7,891,500 | 1,756,517 | | 179.0 | 1,205,686 | ..... | ..... | 1,921,274 | 707,493 | — | 100 | 4½ |
| Dec. 31, 1870 | 75.0 | — | 4.0 | — | 12 | 10 | 6 | 280 | Indianapolis, Peru and Chicago..Indiana. | ..... | | | | ..... | ..... | | | 75.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 72.0 | — | 13.2 | — | 56 | 35 | 15 | 1,018 | Indianapolis and St. Louis.....Indiana. | 3,410,000 | * | 390,867 | 275,661 | 600,000 | 2,670,000 | 631,746 | 174,786 | 265.0 | 1,460,505 | 18,034,663 | 59,549,690 | 1,793,944 | 647,946 | — | 100 | .... |
| Dec. 31, 1870 | 114.0 | — | 3.2 | — | — | — | — | — | Indianapolis and Vincennes.....Indiana. | 4,600,000 | | | | 1,450,000 | 3,150,000 | | | 114.0 | (Leased & oper. by Pennsylvania.) | | | | | — | 100 | .... |
| Apl. 30, 1871 | 56.0 | — | 2.0 | — | — | — | — | — | Ionia and Lawrence.....Michigan. | 2,070,000 | | | | 1,200,000 | 1,070,000 | | | — | (Leased & oper. by Michigan Central.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 183.7 | — | 3.0 | — | — | — | — | — | *Iowa Falls and Sioux City*.....Iowa. | 7,585,000 | | | | 4,625,000 | 2,960,000 | | | .... | (Leased & oper. by Ill. Cen.) | | | 140,672 | 49.235 | — | 100 | .... |
| Mar. 31, 1871 | 13.0 | — | 2.1 | — | 3 | 2 | 1 | 107 | Iron .....Ohio. | 275,668 | 47,000 | 12,800 | 29,992 | 129,550 | 32,000 | 16,531 | 187,379 | 13.0 | ..... | ..... | ..... | 98,518 | 9,335 | — | 100 | .... |
| Dec. 31, 1870 | 11.0 | — | 2.0 | — | 2 | — | — | — | Ironton.....Pennsylvania. | 250,000 | 18,000 | 262,000 | ..... | 400,000 | 130,000 | | | 11.0 | 10,263 | ..... | ..... | 35,318 | 9,281 | — | 50 | .... |
| May 31, 1871 | — | — | — | 35.0 | — | — | — | — | Ithaca and Athens .....New York. | 268,386 | | | | 286,730 | | | | — | (In course of construction.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 22.0 | — | 1.1 | — | 2 | 2 | — | 10 | Ithaca and Cortland.....New York. | 330,000 | * | | | 330,000 | | | | — | (Recently completed.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 116.0 | — | 10.0 | — | 13 | 12 | 4 | 152 | *Jackson, Lansing and Saginaw*..Michigan. | 2,773,036 | * | 22,565 | 86,718 | 520,973 | 1,895,000 | 217,602 | 308,746 | 116.0 | 310,060 | ..... | ..... | 489,568 | 250,624 | — | 100 | .... |
| Apl. 30, 1871 | 190.0 | 25.0 | 3.9 | 60.0 | 14 | 6 | 4 | 136 | Jacksonv., Pensacola and Mobile. Florida. | ..... | * | | | 6,000,000 | 4,000,000 | | | 215.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 110.0 | 51.0 | 16.1 | — | 37 | 28 | 15 | 549 | Jeffersonville, Madison and Ind..Indiana. | 6,027,342 | * | 751,640 | 600,003 | 2,000,000 | 4,923,000 | 456,985 | | 326.0 | ..... | ..... | ..... | 1,217,243 | 336,079 | — | 100 | .... |
| Dec. 31, 1870 | 37.7 | — | 10.1 | — | — | — | — | — | Joliet and Chicago.....Illinois. | 2,000,000 | | | | 1,500,000 | 500,000 | | | — | (Leased & oper. by Chicago & Alton.) | | | | | 7 | 100 | 92½ |
| Dec. 31, 1870 | 44.5 | — | 11.3 | — | — | — | — | — | Joliet and Northern Indiana...Ill. & Ind. | 1,100,000 | | | | 300,000 | 800,000 | | | — | (Leased & oper. by Michigan Central.) | | | | | 8 | 100 | .... |
| Jun. 30, 1870 | 98.0 | 25.0 | 5.6 | — | 16 | 12 | 5 | 244 | Junction (Cinc. and Ind.)....Ohio & Ind. | 6,187,645 | * | | | 3 027,450 | 2,033,000 | 1,061,985 | | 123.0 | ..... | ..... | ..... | 261,277 | 26,713 | — | 100 | .... |
| Oct. 31, 1870 | 4.6 | — | 1.0 | — | — | — | — | — | Junction (Phila.).....Pennsylvania. | 898,324 | | | | 180,250 | 800,000 | | | 4.6 | 18,020 | ..... | (14 mos. | 134,035 | 57,766 | — | 100 | .... |
| Mar. 31, 1871 | 42.0 | — | 2.0 | — | ... | ... | ... | .... | Junction and Breakwater.....Delaware. | 706,000 | * | | | 306,000 | 400,000 | | | 42.0 | (Recently completed.) | | | | | — | 100 | .... |
| Jun. 30, 1871 | 58.0 | — | 6.3 | — | — | — | — | — | Kalamazoo, Allegan & G'd Rapids..Mich. | 1,450,000 | | | | 610,000 | 840,000 | | | — | (Leased & oper. by L. Sh. & Mich. So.) | | | | | 6 | 100 | .... |
| Dec. 31, 1870 | 32.0 | — | 1.3 | — | — | — | — | — | Kalamazoo and South Haven.....Mich. | 890,000 | | | | 250,000 | 640,000 | | | — | (Leased & oper. by Michigan Central.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 203.0 | 61.0 | 13.2 | — | 21 | 23 | 5 | 264 | Kansas City, St. Joseph & Co. Bluffs. Mich. | 8,552,500 | * | | | 2,776,000 | 5,776,500 | | | .... | 499,493 | ..... | ..... | 1,037,274 | 316,910 | — | 100 | .... |
| May 31, 1871 | 32.0 | — | — | 68.0 | ... | ... | ... | — | Kansas City and Santa Fe.....Kansas. | ..... | | | | ..... | ..... | | | — | (Under construction.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 638.6 | 34.0 | 29.3 | — | 76 | 42 | 15 | 924 | Kansas Pacific.....Kansas & Col. | 36,962,629 | * | 4,026,057 | ..... | 8,872,500 | 26,299,350 | 1,790,777 | | 551.5 | 1.804,771 | 14,708,284 | 49,053,188 | 3,360,787 | 880,746 | — | 100 | .... |
| May 31, 1870 | 90.0 | — | 11.0 | — | 17 | 18 | 6 | 300 | Kentucky Central.....Kentucky. | ..... | | | | ..... | 1,209,000 | | | 112.0 | (Oper. by bondholders.) | | | | | — | — | .... |
| Jun. 30, 1871 | — | — | — | 135.0 | — | — | — | — | Keokuk, Iowa City & Minnesota...Iowa. | ..... | | | | ..... | 25,000pm | | | — | (Under construction.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 16.0 | — | — | 37.0 | 2 | — | — | 13 | Knoxville and Charleston ¶...Tennessee. | ..... | | | | ..... | ..... | | | — | (Under construction.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 31.0 | — | 1.3 | 34.0 | 2 | 2 | 1 | 10 | Knoxville and Kentucky ¶....Tennessee | ..... | | | | ..... | ..... | | | — | (Under construction.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 80.0 | — | 27.5 | — | 25 | 7 | 4 | 1,801 | Lackawanna and Bloomsburg.....Penn. | 3,325,000 | 625,000 | ..... | ..... | 1,335,000 | 2.279,335 | ..... | ..... | 80.0 | 1.183,150 | ..... | (14 mos. | 1,219,816 | 398,013 | — | 50 | .... |
| Dec. 31, 1870 | — | — | — | 85.0 | — | — | — | — | Lafayette, Bloomington & Miss...Illinois. | ..... | | | | 1,300,000 | 1,300,000 | | | — | (Under construction.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | — | — | — | 115.0 | — | — | — | — | Lafayette, Muncie & Bloomington ...Ind. | ..... | | | | 3,000,000 | 1,500,000 | | | — | (Under construction.) | | | | | — | 100 | .... |
| Jun. 30, 1870 | 37.0 | — | 3.0 | 138.0 | 7 | 2 | 1 | 35 | Lake Erie and Louisville ....Ohio & Ind. | 1,342,500 | 31,910 | 370,000 | — | 1,212,500 | 500.000 | | | 37.0 | 46,561 | ..... | ..... | 60.686 | 14,497 | — | 100 | .... |
| Dec. 31, 1870 | 539.9 | 473.1 | 269.8 | — | 299 | 178 | 69 | 6,007 | Lake Shore & Mich. S..N.Y., P., O. Ind. Ill. | 44,967,820 | 9,128,931 | 6,064,349 | 2,126,179 | 34,938,000 | 22,383,000 | 5,066,179 | | 1,013.1 | 8,219,893 | 159,390,937 | 569,833,666 | 13,457,541 | 5,088,720 | 8 | 100 | 93½ |
| Sept. 30, 1870 | — | — | — | 148.8 | — | — | — | — | Lake Ontario Shore Line.....New York. | ..... | | | | 4,000,000 | | | | — | (Under construction at $33,000 p. m.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 156.0 | 12.0 | 8.3 | 13.0 | 11 | 9 | 4 | 359 | Lake Superior and Mississippi.....Minn | 9,500,000 | * | | | 5,000,000 | 4,500,000 | | | — | (Opened for traffic Sept. 15, 1870.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 17.4 | — | 1.0 | — | — | — | — | — | Lawrence .....Pennsylvania. | 619,944 | | | | 260,250 | 360,000 | 5,000 | | — | (Leased & oper. by Pbg, Ft. W. & Chi.) | | | 49.507 | | — | 50 | .... |
| Dec. 31, 1870 | 109.0 | 33.0 | 11.0 | 25.0 | 16 | 12 | 6 | 250 | Leavenworth, Lawrence & Galv..Kansas. | 3,316,437 | 421,124 | 1,425,000 | 386,535 | 4,000,000 | 4,000,000 | | 85,418 | .... | ..... | 2,649,250 | 2,856,000 | 316,115 | 85,418 | — | 100 | .... |
| Dec. 31, 1870 | 15.0 | — | 1.0 | 21.0 | — | — | — | — | Lehigh and Lackawanna.....Penn. | 715,100 | | | | 375,100 | 300,000 | 40,000 | | — | (Leased & oper. by Leh. Coal & Nav. Co.) | | | | | — | 50 | .... |
| Dec. 31, 1870 | 105.0 | 61.7 | 78.5 | — | 73 | 15 | 10 | 5.800 | Lehigh and Susquehanna...Pennsylvania. | (Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.) | | | | | | | | 116.7 | 1,100,000 | ..... | ..... | 2,248,229 | 824,464 | — | 50 | .... |
| Sept. 30, 1870 | 101.0 | 98.5 | 199.6 | — | 158 | 36 | 16 | 6,995 | Lehigh Valley.....Pennsylvania. | 18,338,237 | * | | | 18,159,400 | 5,588,000 | 414,417 | | 208.5 | ..... | 13,207,248 | 39,606,988 | 5,938,167 | 2,320,760 | 10 | 50 | 127½ |
| Dec. 31, 1870 | — | — | — | 55.2 | ... | ... | ... | .... | Lexington and St. Louis.....Missouri. | ..... | * | | | 900,000 | 900,000 | | | — | (Under constr. to be compl. in 1871.) | | | | | — | 100 | .... |
| Jun. 30, 1870 | 119.5 | 76.5 | 63.5 | — | 47 | 38 | 20 | 710 | Little Miami and Col. & Xenia ....Ohio | 6,000,663 | 974,391 | | | 5,871,450 | 2,528,000 | | | 196.0 | 1,096,503 | 21,825,726 | ..... | 1,840,229 | 549,776 | 7½ | 100 | .... |
| Dec. 31, 1870 | 80.0 | — | .... | 73.0 | 10 | 4 | 2 | 150 | Little Rock and Ft. Smith.....Arkansas. | ..... | | | | 6,000,000 | 5,000,000 | | | — | (No returns - Is near completion.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 18.0 | — | .... | 92.0 | ... | ... | ... | .... | Little Rock, Pine Bluff & N. O. Arkansas. | ..... | | | | ..... | 750,000 | | | — | (Under cons. to be comp. to Pl. Bl. 70 m. in 1871.) | | | | | — | 50 | .... |
| Nov. 30, 1870 | 28.3 | 3.0 | 19.9 | — | — | — | — | — | Little Schuylkill .....Pennsylvania. | 1,466,283 | — | 915,658 | ..... | 2,646,100 | 783,000 | | | 38.8 | (Leased & oper. by Phila. & Read'g.) | | | 271,651 | 6½ | 100 | 92 |
| Dec. 31, 1870 | 25.0 | — | .... | 67 0 | 3 | 3 | — | 18 | Logans., Crawfordsv. & S.W. Indiana. Ind. | 3,000,000 | * | | | 1.500,000 | 1,500,000 | | | — | (Under cons. to be completed in 1871.) | | | | | — | 100 | .... |
| Sept. 30, 1870 | 94.0 | 64.0 | 15.8 | .... | 22 | 43 | 9 | 244 | Long Island.....New York. | 5,016,402 | * | | | 3,000,000 | 775,000 | | | 15.8 | 416,704 | 20.651,246 | 12,161,070 | 751,474 | 139,289 | — | 50 | 63½ |
| Jun. 30, 1871 | 51.0 | — | .... | 209.0 | — | — | — | — | Louisiana and Missouri River.....Mo. | 1,530,000 | | | | 15,000pm | 16,000pm | | | — | (Leased to Chicago & Alton.) | | | | | — | 100 | .... |
| Jun. 30, 1870 | 93.5 | 77.6 | 16.8 | — | 26 | 27 | 14 | 270 | Louisville, Cincinnati and Lexington. Ky. | 6,820,351 | * | 154,941 | 50,718 | 2,472,183 | 2,859,520 | 1,245,770 | 350,337 | 171.1 | 620,895 | 13,955,245 | 12,174,094 | 948,748 | 221 845 | — | 100 | 74 |
| Jun. 30, 1870 | 185.0 | 196.4 | 38.5 | 72.0 | 76 | 45 | 29 | 1,177 | Louisville and Nashville.....Ky. | 13,950,704 | * | 2,164,956 | 2,579,694 | 8,680,912 | 8,478,000 | 805,465 | 748,977 | 381.6 | 1,500,949 | 27,330,615 | 22,815,518 | 2,954,659 | 1,142,133 | 7 | 100 | .... |
| Dec. 31, 1870 | 289.0 | — | 9.0 | — | 34 | 15 | 8 | 372 | Louisville, New Albany & Chicago...Ind. | 3,000,000 | * | ..... | ..... | 3,000,000 | — | ..... | ..... | 289.0 | (No returns of operations published.) | | | | | — | 100 | .... |
| Dec. 31, 1870 | 10.0 | — | — | 102.0 | — | — | — | — | Louisville, New Albany & St. L. Ind. & Ill. | 364,170 | — | 1,846,904 | 1,666 | 2,051,100 | — | 161,923 | 17 | 10.0 | (Recently opened 10 miles.) | | | 924 | 17 | — | 100 | .... |
| Sept. 30, 1870 | 12.4 | — | 2.4 | — | 2 | 3 | 1 | 20 | Lowell and Lawrence... .Massachusetts. | 332,883 | 30,255 | — | 15,123 | 200,000 | 67,700 | 11,529 | 99,055 | — | (Leased & oper. by Boston & Lowell.) | | | | | 6 | 100 | .... |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dec. 31, 1870 | 19.6 | — | 9.5 | — | — | — | — | — | Lykens Valley | Pennsylvania. | 600,000 | ..... | — | — | 600,000 | — | — | — | — | (Leased | & oper. by | Summit Branch.) | 62,506 | 10 | 26 | .... |
| Sept. 30, 1870 | 77.0 | — | 2.0 | — | — | — | — | — | Macon and Augusta | Georgia. | 2,500,000 | ..... | — | — | 1,631,900 | 770,000 | — | — | — | 35.0 | (Operat | ed by Georgia.) | 59,416 | 7.849 | — | 100 | .... |
| Dec. 31, 1870 | 185.0 | 10.0 | 5.0 | — | 15 | 10 | 5 | 180 | Macon and Brunswick | Georgia. | 6,422,616 | 539,956 | 124,853 | 222,040 | 2,334,118 | 3,800,000 | 85,172 | 90,175 | 195.0 | 348,922 | ..... | ..... | 428,429 | 148,063 | — | 100 | .... |
| Nov. 30, 1870 | 102.5 | — | 11.3 | — | 17 | 10 | 7 | 237 | Macon and Western | Georgia. | ..... | ..... | ..... | ..... | 2,560,000 | 150,000 | — | 195,862 | 166.0 | 292,258 | ..... | ..... | 692,585 | 251,273 | 10 | 100 | .... |
| Dec. 31, 1870 | 44.7 | — | 35.6 | — | — | — | — | — | Mahanoy and Shamokin | Penn. | 3,420,045 | — | 106,897 | — | 3,483,800 | 44,511 | 12,357 | — | 180.8 | (Leased | & oper. by | Phila.& Reading.) | ..... | ..... | — | 50 | .... |
| Dec. 31, 1870 | 109.8 | — | 10.9 | 18.5 | 18 | 23 | 7 | 290 | Maine Central ¶ | Maine. | 4,121,694 | * | 1,972,027 | 351,448 | 3,408,500 | 2,895,320 | 149,349 | — | 123.8 | 229,572 | 6,581,531 | 5,539,891 | 590,039 | 157,870 | — | 100 | .... |
| Mar. 31, 1870 | 22.4 | — | 4.1 | — | ... | ... | ... | .... | Manchester and Lawrence | N.H.& Mass. | 1,000,000 | * | 72,124 | 46,593 | 1,000,000 | 20,000 | 7,017 | 91,699 | 26 0 | 76,227 | 1,716,229 | 942,664 | 196,610 | 102,629 | 10 | 100 | 150½ |
| Mar. 31, 1871 | 19.0 | — | 1.3 | — | — | — | — | — | Manchester and North Weare | N. Hamp. | 600,000 | — | — | — | 200,000 | — | — | — | — | (Owned | & oper. by | Concord.) | ..... | ..... | — | 100 | .... |
| Sept 30, 1870 | 22.1 | — | 0.6 | — | — | — | — | — | Mansfield and Framingham | Mass. | 638,185 | — | 13,000 | 1,452 | 258,000 | 300,000 | 98,855 | — | — | (Leased | & oper. by | Bos., Clin. & Fitch.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 190.8 | 86.0 | 38.9 | — | 62 | 26 | 16 | 831 | Marietta and Cincinnati | Ohio. | 20,312,181 | * | 1,095,040 | — | 13,963,978 | 8,324,528 | 1,320,182 | — | 276.8 | 1,629,000 | ..... | ..... | 1,420,346 | 78,187 | — | 50 | .... |
| Dec. 31, 1870 | 44.0 | — | 11.0 | .... | 10 | 2 | 2 | 839 | Marquette and Ontonagon | Michigan. | 2,650,000 | * | ..... | ..... | 2,500,000 | 150,000 | ..... | — | 40.0 | 166,280 | ..... | 11,093,783 | 745,291 | 326,750 | ... | 100 | 104½ |
| Dec. 31, 1870 | 54.0 | — | 3.5 | — | 4 | 2 | 1 | 10 | Maryland and Delaware ¶ | Md. and Del. | 1,500,000 | * | — | — | 500,000 | 1,000,000 | ..... | — | 54.0 | (Recently | compl. n | o statem't | of oper.) | — | — | 100 | .... |
| Jun. 30, 1870 | — | — | — | 100.0 | — | — | — | — | Massachusetts Central | Mass. | ..... | — | — | — | 3,000,000 | — | — | — | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Jun. 30, 1871 | 272.0 | 19.0 | 20.0 | — | 46 | 28 | 11 | 731 | Memphis and Charles. | Tenn., Miss. & Ala. | 8,752,559 | * | 386,008 | 771,054 | 5,312,725 | 4,157,387 | 469,855 | 70,995 | 328.0 | 801,661 | ..... | ..... | 1,417,441 | 522,919 | — | 100 | .... |
| Jun. 30, 1870 | 82.6 | — | 28.9 | — | 12 | 2 | — | 131 | Memphis, Clarksv. and Louisv. ¶ | Tenn. | (No bala | nce shee | t furnish | ed. In h | ands of S | ands of S | tate Rec | eiver.) | 82.6 | 299,091 | ..... | ..... | 408,525 | 464 | — | 100 | .... |
| Dec. 31, 1870 | 84.0 | — | .... | 47.0 | 10 | 4 | 4 | 95 | Memphis and Little Rock | Arkansas. | ..... | * | — | — | ..... | 2,350,000 | ..... | — | 84.0 | ..... | ..... | ..... | 180,477 | 23,730 | — | 100 | .... |
| Jun. 30, 1870 | 130.3 | — | 10.3 | — | 19 | 8 | — | 121 | Memphis and Ohio ¶ | Tennessee. | 3,750,000 | * | — | — | 1,074,288 | 2,528,000 | 590,810 | — | 130.3 | 457,876 | 3,638,132 | ..... | 790,889 | 198,840 | — | 100 | .... |
| Mar. 31, 1871 | — | — | — | 220.0 | — | — | — | — | Memphis and St. Louis | Ark. & Mo. | 40,000p.m | * | — | — | 20,000p.m | 20,000p.m | — | — | — | (Under | construct | ion & now | partly op | en.) | — | 100 | .... |
| Mar. 31, 1870 | 27.0 | — | .... | — | 2 | 2 | — | 51 | Merrimac and Conn. Rivers | New Hamp. | (Recentl | y sold b | y bondho | lders.) | 800,000 | 250,000 | 424,500 | — | 27.0 | ..... | ..... | ..... | 77,961 | 30,935 | — | 100 | .... |
| May 31, 1871 | 284.8 | — | 68.5 | — | 128 | 153 | 36 | 1,514 | Michigan Central | Mich., Ind. & Ill. | 16,724,868 | * | 3,798,974 | 527,629 | 14,665,848 | 5,224,989 | 306,143 | 894,521 | 329.3 | 3,204,774 | ..... | ..... | 4,978,070 | 1,439,866 | 10 | 100 | 117½ |
| Dec. 31, 1870 | 56.5 | — | 2.9 | — | ... | ... | ... | .... | Michigan Lake Shore | Michigan. | 832,085 | * | ..... | ..... | 41,048 | 880,000 | ..... | ..... | 56.5 | (Commenced | oper | ations Aug | 29, 1870.) | ..... | — | 100 | .... |
| Sept. 30, 1870 | 8.5 | — | 0.6 | — | 1 | 1 | 1 | 28 | Middleboro' and Taunton | Mass. | 159,819 | * | 1,697 | 11,343 | 149,092 | — | 253 | 23,514 | 8.5 | 17,791 | 214,339 | 113,113 | 25,720 | 4,009 | 2 | 100 | .... |
| Sept. 30, 1870 | — | — | — | 13.0 | — | — | — | — | Middletown and Crawford | New York. | 18,688 | — | — | — | 84,537 | ..... | 10,151 | — | — | (In prog | ress. Leas | .to N. Y. & | Oswego a | t 7 p. c.) | — | 100 | .... |
| Sept. 30, 1870 | 13.0 | — | 0.5 | — | — | — | — | — | Middletown, Union and Water Gap. | N.Y. | 351,883 | — | — | — | 110,050 | 225,000 | 56,350 | — | 13.0 | 27,720 | 331,102 | 137,282 | 46,806 | 14,762 | — | 100 | .... |
| Dec. 31, 1870 | 58.0 | — | 6.0 | 200.1 | 5 | 5 | 2 | 50 | Midland Pacific | Nebraska. | 2,300,000 | 140,000 | 160,000 | — | 1,500,000 | 1,100,000 | — | — | — | (Road o | perated by | contr'ct's.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 12.5 | — | 2.3 | — | — | — | — | — | Mifflin and Centre County | Penn. | 254,115 | — | — | — | 65,426 | 118,500 | — | — | — | (Leased | & oper. by | Pennsyl.) | ..... | ..... | — | 25 | .... |
| Nov. 30, 1870 | 33.8 | — | 13.0 | — | — | — | — | — | Mill Creek and Mine Hill | Penn. | 333,375 | — | — | — | 323,375 | — | — | — | 3.8 | (Leased | & oper. by | Phila.&Re | ..... | ..... | 10 | 50 | .... |
| Dec. 31, 1870 | 6.6 | — | — | — | — | — | — | — | Millstone and New Brunswick | N. Jersey. | 113,404 | — | — | — | 95,700 | — | 17,654 | — | 6.6 | ..... | ..... | ..... | 15,239 | 5,007 | 6 | 160 | .... |
| Dec. 31, 1870 | 127.0 | 291.0 | 109.0 | 600.0 | 155 | 96 | 58 | 2,953 | Milwaukee and St. Paul | Wisconsin. | 38,623,680 | * | 1,514,750 | 1,076,259 | 21,847,981 | 17,205,573 | 896,044 | 265,091 | 950.0 | 3,760,174 | 42,918,671 | 181,428,572 | 7,421,061 | 2,767,787 | 7 | 100 | 59½ |
| Nov. 30, 1870 | 28.3 | 9.2 | 96.4 | — | — | — | — | — | Mine Hill and Schuylkill Haven | Penn. | 3,814,957 | — | — | — | 3,856,450 | — | — | — | — | (Leased | & oper. by | Phila.&Re | ading.) | ..... | 7½ | 50 | 105½ |
| Dec. 31, 1870 | 33.8 | 8.0 | 3.0 | — | 4 | 2 | 2 | 40 | Mineral Point | Wisconsin. | 1,520,000 | * | — | — | 1,200,000 | 320,000 | — | — | 41.8 | ..... | ..... | ..... | 106,394 | ..... | — | 100 | .... |
| Dec. 31, 1870 | — | — | — | 140.0 | ... | ... | ... | .... | Minnesota and North Western | Minn. | ..... | ..... | — | — | 20,000p.m | 20,000p.m | — | — | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Jun. 30 1870 | 237.0 | — | 13.0 | — | 41 | 24 | 11 | 477 | Mississippi Central | Miss. & Tenn. | ..... | * | ..... | ..... | ..... | 4,657,980 | — | — | 237.0 | (Oper. b | y S. R.R. a | ssociati'n.) | 1,268,981 | Loss. | — | 100 | .... |
| Dec. 31, 1870 | — | — | — | 157.0 | — | — | — | — | Mississippi River | Tennessee. | ..... | — | — | — | 1,200,000 | 17,000p.m | — | — | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Dec. 31, 1870 | .... | .... | .... | 300.0 | — | — | — | — | Missouri, Iowa and Nebraska | Mo. & Io. | ..... | — | — | — | ..... | 20,000p.m | — | — | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Dec. 31, 1870 | 342.0 | — | .... | 250.0 | 39 | 23 | 14 | 839 | Missouri, Kansas and Texas | Mo. & Kan. | 17,737,500 | * | — | — | 10,007,500 | 7,750,000 | — | — | — | (Under | construct | ion.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 160.0 | — | 16.1 | — | 21 | 12 | 7 | 436 | Missouri River, Ft. Scott & Gulf | Kansas. | 10,400,000 | * | — | — | 4,000,000 | 6,400,000 | — | — | 160.0 | 484,292 | 5,253,641 | 13,504,013 | 1,199,222 | 741,928 | — | 100 | .... |
| May 31, 1871 | 87.0 | — | 6.5 | 141.0 | 6 | 4 | 2 | 64 | *Mobile and Girard* | Alabama. | 1,982,769 | * | — | 74,701 | 1,278,272 | 610,000 | 169,197 | — | 87.0 | 100,735 | ..... | ..... | 197,407 | 47,141 | — | 100 | .... |
| Dec. 31, 1870 | 472.0 | 23.5 | 38.8 | — | 102 | 33 | 10 | 857 | *Mobile and Ohio* | Ala., Miss., Tenn. & Ky. | 20,953,867 | * | 295,492 | 108,683 | 4,371,858 | 10,083,643 | 760,359 | 6,137,181 | 495.5 | 1,198,630 | ..... | ..... | 2,015,287 | 759,758 | — | 100 | .... |
| Sept. 30, 1870 | 10.3 | — | 0.7 | — | — | — | — | — | Montgomery and Erie | New York. | 288,565 | — | — | — | 150,315 | 177,000 | 4,550 | — | — | (Operat | ed by Erie | .) | 42,298 | 14,365 | — | 100 | .... |
| Apl. 30, 1870 | 40.0 | — | 1.5 | 40.0 | 4 | 4 | 1 | 40 | Montgomery and Eufala | Alabama. | 1,198,950 | * | 23,600 | 91,232 | 464,950 | 502,000 | 328,521 | 18,291 | 40.0 | 41,841 | 625,921 | ..... | 66,211 | 13,915 | — | 100 | .... |
| Dec. 31, 1870 | 80.2 | 5.0 | 14.0 | — | 14 | 10 | 8 | 229 | Morgans', Louisiana & Texas | Louisiana. | (Owned | by Char | les Morga | n of Ne | w York w | ho bough | t it for $2 | ,500,000.) | 85.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 84.0 | 34.0 | 87.0 | — | ... | ... | ... | .... | Morris and Essex | New Jersey | 24,105,155 | — | — | — | 11,900,950 | 12,184,000 | 12,205 | — | 124.0 | (Leas. b | y Del. Lac. | & Wstn.) | 2,858,468 | 957,521 | 7 | 100 | 93 |
| Sept. 30, 1870 | 14.6 | — | 17.7 | — | 14 | 17 | 8 | 350 | Nashua and Lowell | N. Hamp. & Mass. | 737,706 | * | 57,982 | 68.675 | 720,000 | — | — | 144,453 | 43.2 | 224,938 | 7,499,849 | 5,191,427 | 411,980 | 83,472 | 10 | 100 | .... |
| Jun. 30, 1870 | 151.0 | 22.0 | 10.2 | — | 48 | 18 | 7 | 676 | Nashville and Chattanooga ¶ | Tennessee. | 3,389,413 | * | 2,460,797 | 313,662 | 1,963,539 | 1,964,000 | 2,236,333 | — | 173.0 | 984,119 | ..... | ..... | 1,378,505 | 598,827 | — | 100 | .... |
| Sept. 30, 1870 | 120.0 | 12.5 | 8.6 | — | 23 | 9 | 3 | 164 | Nashville and Decatur ¶ | Tenn. and Ala. | 4,271,613 | * | 1,573,144 | 122,284 | 1,511,684 | 3,376,167 | 470,323 | 608,806 | 132.5 | 373,722 | ..... | ..... | 463,352 | 164,848 | — | 100 | .... |
| Dec. 31, 1870 | 172.5 | — | 7.2 | — | 20 | 7 | — | 123 | Nashville and Northwestern ¶ | Tenn. & Ky. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | (Leas.& | oper.by N. | &C.) 10m. | 416,690 | loss. | — | 100 | .... |
| Dec. 31, 1870 | 57.0 | 5.5 | 4.9 | — | 10 | 13 | 4 | 250 | Naugatuck | Connecticut. | 2,041,452 | * | 99,955 | 106,993 | 1,864,400 | 120,500 | 86,768 | 176,732 | 62.5 | 234,481 | ..... | ..... | 615,562 | 205,701 | 15 | 100 | .... |
| Dec. 31, 1870 | 16.0 | 1.0 | 2.7 | — | — | — | — | — | Nesquehoning Valley | Pennsylvania. | 1,004,624 | — | — | — | 1,000,000 | — | — | — | — | (Leas. b | oper. by L. | Coal & N | av. Co.) | ..... | 10 | 50 | 111 |
| Dec. 31, 1870 | 8.0 | — | 8.0 | — | — | — | — | — | Newark and New York | New Jersey. | 2,279,793 | — | — | 23,824 | 977,400 | 608,000 | 726,217 | — | — | (Leased | & oper. by | Central of | N. Jer.) | ..... | — | 100 | .... |
| Dec. 31, 1870 | 23.0 | — | 1.9 | 19.0 | ... | ... | ... | .... | Newark, Somerset and Straitsville | Ohio. | 1,300,000 | * | — | — | 500,000 | 800,000 | — | — | — | (Will be | compl. in | Aug.1871.) | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 20.1 | 1.5 | 1.4 | — | 5 | 13 | 8 | 91 | New Bedford and Taunton | Mass. | 500,000 | * | 296,578 | — | 500,000 | 172,500 | — | 124,078 | 21.6 | 69,232 | 2,903,462 | (10 mos. | 169,142 | 45,579 | 8 | 100 | .... |
| Nov. 30, 1870 | 14.9 | — | 2.6 | — | — | — | — | — | Newcastle and Beaver Valley | Penn. | 730,249 | — | — | — | 605,000 | 93,300 | 2,000 | — | — | (Leas.& | oper. by P | bgFt.W.& | Chicago.) | ..... | 10 | 100 | .... |
| Dec. 31, 1870 | 13.3 | — | 0.6 | — | — | — | — | — | New Haven and Derby | Conn. | 585,000 | — | — | — | 400,000 | 150,000 | 35,000 | — | — | (Oper. b | y N.Hav'n | & New Y | ork.) | ..... | — | 100 | .... |
| Apl. 30, 1871 | 22.0 | — | 1.0 | 74.0 | 3 | 4 | 2 | 20 | N. Hav. Middlet'n & Williamantic | Conn. | ..... | — | — | — | 850,000 | 2,200,000 | — | — | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Sept. 31, 1870 | 83.9 | 15.1 | 12.0 | — | 16 | 15 | 5 | 195 | New Haven and Northamp. | Conn. & Mass. | 2,897,092 | 483,115 | — | — | 1,800,000 | 1,400,000 | 186,205 | — | 99.0 | 240,535 | ..... | (9 mos. | 372,871 | 120,290 | — | 100 | .... |
| Dec. 31, 1870 | 33.9 | — | 41.2 | — | ... | ... | ... | .... | New Jersey | New Jersey. | 8,955,994 | * | 140,264 | ..... | 7,295,200 | 850,000 | ..... | ..... | — | (Oper.in | cons. with | Camd. & | Amboy.) | ..... | 10 | 100 | 128 |
| Dec. 31, 1870 | 773.8 | 12.0 | 8.5 | — | 17 | 43 | 5 | 181 | New Jersey Southern | New Jersey. | 5,500,000 | * | 967,000 | ..... | 4,000,000 | 2,120,000 | 654,259 | ..... | 92.8 | ..... | ..... | ..... | 295,823 | 113,536 | — | 100 | .... |
| Dec. 31, 1870 | — | — | — | 66.0 | — | — | — | — | New Jersey West Line | New Jersey. | ..... | ..... | ..... | ..... | 3,000,000 | 3,000,000 | ..... | ..... | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Sept. 30, 1870 | 100.0 | — | 10.8 | — | 15 | 15 | 8 | 309 | New London Northern | Conn. and Mass. | 1,485,223 | * | 22,116 | 220,161 | 1,003,500 | 651,500 | 72,500 | ..... | 100.0 | 287,024 | ..... | (10 mos. | 375,766 | 65,494 | 4 | 100 | .... |
| Feb. 28, 1871 | 206.0 | — | 10.3 | — | 43 | 34 | 10 | 637 | N. Orleans, Jack. and Gt. North. ¶ | L. & M. | ..... | ..... | ..... | ..... | 4,200,000 | 4,500,000 | 1,000,000 | ..... | 206.0 | ..... | ..... | ..... | 1,694,000 | ..... | — | 100 | .... |
| Apl. 30, 1870 | 225.0 | — | .... | 445.0 | ... | ... | ... | .... | N. O. Mobile and Texas | Ala. & Nash. | 10,740,000 | * | ..... | ..... | ..... | ..... | ..... | ..... | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Sept. 30, 1870 | — | — | — | 150.0 | — | — | — | — | New York and Albany | New York. | ..... | — | — | — | 5,000,000 | — | — | — | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Sept. 30, 1870 | — | — | — | 58.0 | — | — | — | — | New York and Boston | New York. | ..... | — | — | — | 3,000,000 | 3,000,000 | — | — | — | (Under | construct | ion.) | — | — | — | 100 | .... |
| Sept. 30, 1870 | 441.7 | 296.0 | 671.6 | — | 400 | 445 | 132 | 9,026 | N. York Central and Hudson River | N.Y. | 48,130,462 | 11,635,222 | ..... | ..... | 89,428,330 | 13,681,807 | ..... | ..... | 842.2 | 11,429,877 | 321,365,953 | 169,087,777 | 22,363,320 | 8,295,240 | 8 | 100 | 99½ |
| Sept. 30, 1870 | 130.7 | 2.2 | 45.5 | — | 41 | 81 | 36 | 722 | New York and Harlem | New York. | 12,214,674 | 1,600,017 | ..... | ..... | 8,000,000 | 5,072,840 | 645,500 | ..... | 132.9 | 887,941 | 25,532,856 | 19,402,827 | 2,709,077 | 997,389 | 8 | 100 | 111 |
| Sept. 30, 1870 | 5.1 | — | — | 30.7 | 1 | — | — | 2 | N. Y., Housatonic & North. | N.Y. & Conn. | 394,088 | * | ..... | ..... | 221,700 | 141,500 | 33,400 | ..... | 5.1 | 10,800 | 38,100 | 17,375 | 6,845 | loss. | — | 100 | .... |
| Mar. 30, 1870 | 62.3 | — | 67.0 | — | 36 | 80 | 18 | 418 | New York and New Haven. | N.Y. & Conn. | 6,143,480 | 900,000 | 1,625,292 | 1,159,406 | 7,500,000 | 1,061,500 | 229,665 | 1,037,013 | 62.3 | ..... | ..... | ..... | 2,313,959 | 1,063,342 | 10 | 100 | 143 |
| Sept. 30, 1870 | 138.0 | 66.5 | 9.5 | 161.5 | 22 | 12 | 10 | 460 | New York and Oswego Midland | N.Y. | 7.769,342 | 559,306 | 567,946 | ..... | 4,902,709 | 3,964,800 | 25,250 | 21,835 | 146.0 | 179,237 | 3,695,117 | 2,835,328 | 309,989 | 142,479 | — | 100 | .... |
| Aug. 31, 1870 | 62.5 | — | 4.8 | — | 18 | 19 | 6 | 126 | N. Y., Providence and Boston | C. & R. 1. | 2,568,000 | * | 560,650 | 111,567 | 1,887,400 | 985,000 | — | 47,791 | 67.5 | 338,659 | ..... | ..... | 746,989 | 265,334 | 7 | 100 | .... |
| Sept. 30, 1870 | 99.0 | — | 4.9 | — | — | — | — | — | Niagara Bridge and Canandaigua | N. York. | 1,000,000 | — | — | — | 1,000,000 | — | — | — | — | (Leas.& | oper.by N. | Y. Cen. & | H.Riv'r.) | 60,000 | 6 | 100 | .... |
| Jun. 30, 1870 | 38.0 | — | 2.5 | 15.0 | ... | ... | ... | .... | Niles and New Lisbon | Ohio. | 568,044 | * | 500,000 | ..... | 500,000 | 500,000 | 18,042 | ..... | 38.0 | ..... | ..... | ..... | 38,452 | 17,678 | — | 100 | .... |
| May 31, 1871 | 223.0 | — | 9.2 | — | 24 | 20 | 14 | 274 | North Carolina ¶ | North Carolina. | 4,947,746 | * | 320,200 | 360,738 | 4,000,000 | 553,413 | 292,030 | 783,241 | 223.0 | ..... | ..... | ..... | 744,761 | 288,189 | 6 | 100 | .... |
| Feb. 28, 1870 | 102.0 | — | 82.2 | — | 13 | 13 | 5 | 140 | North-Eastern ¶ | South Carolina. | 2,148,131 | * | 24,990 | 42,516 | 1,009,950 | 1,243,985 | 39,869 | 4,813 | 102.0 | 260,404 | ..... | ..... | 321,552 | 90,802 | — | 100 | .... |
| Jun. 30, 1870 | 72.0 | — | 3.0 | 119.0 | — | — | — | — | North Louisiana and Texas | La. | ..... | ..... | — | — | ..... | ..... | ..... | ..... | 72.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Feb. 28, 1871 | 234.7 | 126.0 | 21.2 | — | 81 | 49 | 17 | 1,146 | North Missouri ¶ | Missouri. | 20,000,000 | * | ..... | ..... | 7,500,000 | 13,000,000 | ..... | ..... | 424.3 | ..... | ..... | ..... | 2,615,800 | ..... | — | 100 | .... |
| Oct. 31, 1870 | 55.6 | 19.1 | 33.4 | — | 37 | 22 | 18 | 613 | North Pennsylvania | Pennsylvania. | 6,179,545 | 1,079,316 | 1,180,775 | ..... | 3,150,000 | 3,862,887 | 90,000 | ..... | 74.7 | 595,303 | ..... | ..... | 1,355,509 | 590,726 | — | 50 | 99 |
| Dec. 31, 1870 | 138.0 | 4.0 | 123.0 | — | 134 | 67 | 32 | 4,142 | Northern Central ¶ | Md. and Penn. | 11,080,648 | 3,016 449 | ..... | 1,429,319 | 5,000,000 | 8,217,000 | 2,035,404 | 995,513 | 317.0 | 2,541,535 | 27,334,821 | 151,521,712 | 2,816,662 | 1,271,962 | 6 | 50 | 78 |
| Mar. 31, 1870 | 69.2 | 13.4 | 16.5 | — | 24 | 15 | 5 | 500 | Northern New Hampshire | New Hamp. | 3,068,400 | * | 155,253 | 357,145 | 3,068,400 | 115,000 | 138,426 | 258,792 | 82.6 | 444,771 | 6,435,927 | 21,357,261 | 689,628 | 256,272 | 8 | 100 | 115 |
| Sept. 30, 1870 | 21.3 | — | 4.5 | — | 6 | 19 | 6 | 32 | Northern New Jersey | N. J. and N. Y. | 527,452 | * | 850,000 | — | 1,000,000 | 400,000 | — | — | — | (Leased | & oper. by | Erie.) | ..... | 80,000 | 8 | 100 | .... |
| Aug. 31, 1871 | 243.0 | — | .... | 17320 | ... | ... | ... | .... | Northern Pacific | Minn., Dak. &c. | ..... | ..... | ..... | — | 10,000,000 | 50,000p.m | — | — | — | (Under | construct | ion.) | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 59.4 | 7.0 | 12.3 | — | 21 | 20 | — | 642 | Norwich and Worcester ¶ | Conn. & Mass. | 2,463,983 | 149,711 | 925,242 | 157,787 | 2,364,400 | 776,000 | 14,888 | 541,439 | 66.4 | (10 mos. | 5,909,914 | 9,312,721 | 614,200 | 191,642 | 10 | 100 | 124½ |
| Sept. 30, 1870 | 118.0 | 4.0 | 187.2 | — | 33 | 10 | 7 | 1,084 | Ogdensburg and Lake Champlain | N. Y. | 2,077,000 | 500,000 | 88,779 | 288,524 | 5,051,800 | 529,800 | 101,464 | 271,239 | 122.0 | (Leas.& | oper.by V. | Central.) | ..... | ..... | 6 | 100 | 87 |
| Dec. 31, 1870 | 340.0 | 53.0 | 11.7 | — | 87 | 44 | 28 | 1,330 | Ohio and Mississippi | Ohio, Ind. & Ill. | 25,522,307 | 2,054,988 | 3,421,774 | 285,191 | 24,196,604 | 6,534,850 | 493,106 | — | 393.0 | ..... | 32,908,901 | 88,154,054 | 3,188,137 | 1,037,414 | — | 100 | 45½ |
| Dec. 31, 1870 | 95.0 | 3.5 | 49.3 | — | 31 | 17 | 5 | 294 | Oil Creek and Allegheny River | Penn. | 7,166,836 | 960,160 | ..... | ..... | 4,259,450 | 3,170,000 | ..... | ..... | 98.5 | 650,381 | ..... | ..... | 2,718,702 | 1,422,833 | 10 | 50 | 74 |
| Sept 30, 1870 | 72.5 | 70.2 | 45.2 | — | 38 | 73 | 18 | 399 | Old Colony and Newport | Massachusetts. | 7,202,163 | 676,816 | 231,249 | 253,660 | 4,959,020 | 2,879,000 | 107,600 | 418,269 | 142.7 | (10 mos. | 35,486,808 | 7,461,065 | 1,276,848 | 474,712 | 6 | 100 | 108½ |
| Sept. 30, 1870 | 282.6 | 10.0 | 9.0 | — | 27 | 19 | 11 | 346 | Orange, Alex. and Manassas Gap ¶ | Va. | 8,500,000 | 690,000 | 1,571,282 | 141,013 | 2,692,540 | 5,340,676 | 574,313 | ..... | 292.6 | 555,286 | 8,827,750 | 13,430,793 | 939,680 | 359,877 | — | 100 | .... |
| Sept 30, 1870 | 43.9 | 4.0 | 31.0 | — | 10 | 10 | 4 | 158 | Oswego and Syracuse | New York. | 1,641,313 | * | — | — | 793,400 | 201,000 | — | — | 43.9 | 130,139 | 3,709,860 | 6,698,247 | 349,635 | 85,659 | 6 | 100 | .... |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

| Years ending. | Railroad. Main Line. | Railroad. Branch Line. | Railroad. 2d Track and Sidings. | Railroad. Railroad in progress. | Rolling Stock. Engines. | Rolling Stock. Cars. Pass. | Rolling Stock. Cars. B. M. E. | Rolling Stock. Cars. Freight. | Companies. | Abstract of General Balance Sheet. Property and Assets. Railroad. | Property and Assets. Rolling Stock. | Property and Assets. Assets. | Accounts and Cash. | Liabilities. Stocks. | Liabilities. Bonds. | Liabilities. Accounts. | Liabilities. Surplus Income. | Railroad Operated. | Operations. Trains Moved. | Operations. Carried one mile. Passengers. | Operations. Carried one mile. Freight. | Earnings. Gross. | Earnings. Net | Dividends. | Value of Shares. Par. | Value of Shares. Market. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | | | | | | $ | $ | $ | $ | $ | $ | $ | $ | M. | M. | Number. | Tons. | $ | $ | pc. | $ | p.c |
| Apl. 31, 1871 | 21.0 | — | 1.0 | 81.0 | 2 | 1 | 1 | 10 | Owensboro and Russellville..-Kentucky. | 400,000 | * | | | 450,000 | 200,000 | | | .... | (Under | constructi | on.) | | | | 100 | .... |
| Feb. 28, 1870 | 283 5 | — | 39.5 | — | 97 | 50 | 23 | 1,130 | *Pacific* ¶.....Missouri. | 12,038,714 | 3,394,334 | 420,357 | 370,669 | 3,635,750 | 9,219,389 | 1,657,413 | — | 355.0 | 2,213,115 | ..... | ..... | 3,500,230 | 945,389 | — | 100 | .... |
| Dec. 31, 1870 | 63.5 | — | 2.3 | — | 6 | 5 | 2 | 50 | Paducah and Gulf .....Kentucky. | 1,333,500 | 110,000 | 28,700 | — | ..... | ..... | ..... | — | 63.5 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 47.6 | — | 6.0 | — | 15 | 23 | — | 131 | Panama.....New Granada. | 9,500,000 | * | 2,062,544 | 747,469 | 7,000,000 | 5,734,136 | — | — | 47.6 | ..... | ..... | ..... | ..... | ..... | 12 | 100 | 98½ |
| Sept. 30, 1870 | 14.5 | — | 16.2 | — | — | — | — | — | Paterson and Hudson.....New Jersey. | 630,000 | — | — | — | 630,000 | — | — | — | — | (Leased | and oper.b | y Erie.) | ..... | 53,400 | 8 | 100 | .... |
| Sept. 30, 1870 | 12.0 | — | 12.0 | — | — | — | — | — | Paterson and Newark.....New Jersey. | 1,000,000 | — | — | — | 500,000 | 500,000 | — | — | — | (Leased | and oper.b | y Erie) | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 15.1 | — | 2.3 | — | — | — | — | — | Paterson and Ramapo.....New Jersey. | 350,000 | — | — | — | 248,000 | 85,000 | — | — | — | (Leased | and oper.b | y Erie.) | ..... | 26,500 | 5½ | 100 | .... |
| Dec. 31, 1870 | 20.0 | — | — | 45.0 | — | — | — | — | Pekin, Lincoln and Decatur.....Illinois. | 2,500,000 | (Cost of | road com | pleted.) | 1,500,000 | 1,000,000 | — | — | — | (Leas. b | y Tol. Wa | b.&W'tn.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 22.0 | — | 1.9 | — | — | — | — | — | Pemberton and Hightstown....N. Jersey. | 538,691 | — | — | — | 342,150 | 160,000 | 36,542 | — | — | (Leas.& | oper. by C | 'm.&Am.) | ..... | ..... | 6 | 100 | .... |
| Dec. 31, 1870 | 18.0 | — | 1.8 | — | — | — | — | — | Pemberton and New York...New Jersey. | 875,000 | — | — | — | 500,000 | 375,000 | — | — | — | (Leas.& | oper. by N | .Jersey So | uthern.) | ..... | — | 100 | .... |
| Dec. 31, 1870 | 354.9 | 49.2 | 504.3 | — | 482 | 235 | 96 | 7,363 | Pennsylvania .....Pennsylvania. | 33,806,907 | * | 27,356,661 | 8,568,549 | 33,850,000 | 32,760,090 | 4,961,734 | 1,524,392 | 601.6 | 10,185,233 | ..... | ..... | 17,531,707 | 6,271,222 | 10 | 50 | 117½ |
| Dec. 31, 1870 | 47.0 | — | 54.0 | — | 23 | 3 | — | 1,188 | Pennsylvania Coal.....Pennsylvania. | 2,000,000 | * | 2,731,000 | — | 4,000,000 | 556,000 | 175,000 | — | 62.9 | (Traffic | chiefly coa | l. Div. fro | m coal tr | ade.) | 20 | 100 | .... |
| Nov. 30, 1870 | 105.0 | 1.6 | 21.6 | — | 2 | 2 | — | 768 | Pennsylvania and N. York. N.Y. & Penn. | 5,811,700 | * | — | ..... | 1,811,700 | 3,000,000 | ..... | — | 106 9 | ..... | ..... | ..... | 949,686 | 311,914 | — | 100 | .... |
| Dec. 31, 1879 | 46.0 | — | 7.9 | — | — | — | — | — | Peoria and Bureau Valley.....Illinois. | 1,800,000 | — | — | — | 1,200,000 | 600,000 | — | — | — | (Leased | & oper. by | Chic., R. I. | & Pac.) | | 8 | 100 | .... |
| Dec. 31, 1870 | 83.0 | — | 8.5 | — | 10 | 8 | 4 | 122 | Peoria, Pekin and Jacksonville...Illinois. | 3,000,000 | * | — | ..... | 1,000,000 | 2,000,000 | ..... | — | 83.0 | 246,648 | ..... | ..... | ..... | ..... | — | 100 | .... |
| Jun. 30, 1871 | 90.0 | — | 4.2 | — | ... | ... | ... | .... | Peoria and Rock Island.....Illinois. | 4,300,000 | ..... | — | — | 2,000,000 | 2,000,000 | — | — | 90.0 | (Recentl | y complet | ed.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 6.5 | — | — | — | — | — | — | — | Perth Amboy and Woodbridge. N. Jersey. | 214,581 | — | — | ..... | 57,200 | 100,000 | 57,381 | ..... | 6.5 | (Owned | by Cam.& | Amboy.) | 21,301 | 9,167 | — | 100 | .... |
| Dec. 31, 1870 | 61.0 | 21.3 | 6.2 | — | 14 | 8 | 3 | 96 | Petersburg ¶.....Virginia. | 1,650,156 | * | — | 62,580 | 1,324,200 | 295,094 | 93,442 | — | 92.3 | ..... | ..... | ..... | 260,113 | 117,898 | — | 100 | .... |
| Oct. 31, 1870 | 46.0 | — | 5.5 | — | 8 | 7 | 2 | 87 | Philadelphia and Balt. Cent. Penn. & Md. | 1,599,906 | 177,744 | — | ..... | 220,606 | 1,100,000 | 326,690 | — | 58.1 | 155,390 | ..... | ..... | 251,576 | 6,001 | — | 100 | .... |
| Dec. 31, 1870 | 287.6 | — | 95.5 | — | 120 | 34 | 17 | 2,144 | Philadelphia and Erie ¶....Pennsylvania. | 21,601,865 | * | ..... | ..... | 8,404,300 | 12,598,000 | 609,565 | — | 289.6 | 2,228,683 | ..... | ..... | 3,144,045 | 366,316 | — | 50 | 54 |
| Oct. 31, 1870 | 17.1 | 3.1 | 25.4 | — | 24 | 46 | 11 | 187 | Phila., Germantown and Norristown..Pa. | 1,139,079 | 362,964 | ..... | — | 1,626,250 | 55,900 | ..... | ..... | 33.6 | 405,605 | ..... | ..... | 700,465 | 303,186 | 10 | 50 | 173 |
| Nov. 30, 1870 | 98.4 | 85.0 | 301.3 | 42.1 | 154 | 145 | * | 11369 | Philadelphia and Reading..Pennsylvania. | 29,994,323 | 5,487,700 | 15,612,478 | — | 30,401,700 | 9,657,700 | 4,184,177 | 1,851,024 | 575.3 | 5,100,175 | 41,508,247 | 457,787,779 | 9,571,367 | 3,062,582 | 10 | 50 | 112⅞ |
| Dec. 31, 1870 | 26.6 | — | 36.2 | — | — | — | — | — | Philadelphia and Trenton..Pennsylvania. | 1,497,604 | — | — | — | 1,259,100 | — | — | — | 33.4 | (Oper.b | y Unit.Co. | ) (14 mos. | 1,389,328 | 120, 06 | 10 | 100 | 128 |
| Oct. 31, 1870 | 95.9 | 3.8 | 107.5 | — | 59 | 151 | * | 1,002 | Philadelphia, Wilm. and Baltimore. Penn. | 10,692,178 | * | 1,507,868 | 677,153 | 9,562,650 | 2,359,500 | 530,471 | 434,578 | 101.7 | 995,234 | ..... | ..... | 2,577,147 | 929,288 | 8 | 50 | 112 |
| Dec. 31, 1870 | 193.0 | 7.5 | 24.9 | — | 89 | 30 | 17 | 1,524 | Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio. | 13,768,374 | 2,386,429 | — | ..... | 5,424,350 | 10,027,990 | 99,030 | — | 200.5 | ..... | ..... | ..... | 2,821,124 | 726,115 | — | 50 | .... |
| Oct. 31, 1870 | 59.0 | — | 20.3 | 90.0 | 21 | 22 | 4 | 168 | Pittsburg and Connellsville ¶.....Penn. | 4,621,737 | 409,251 | 3,428,058 | ..... | 1,794,576 | 5,500,000 | 818,538 | — | 72.0 | 522,044 | ..... | ..... | 665,736 | 185,848 | — | 50 | .... |
| Dec. 31, 1870 | 468.3 | — | 150.3 | — | 222 | 95 | 54 | 4,660 | Pittsburg, Ft. W. and Chic..P., O., I. & I. | 24,894,193 | * | — | — | 19,714,285 | 13,663,000 | 18,230 | — | 500.6 | 5,381,430 | ..... | ..... | 7,868,574 | 3,123,631 | 7 | 100 | 98 |
| Sept. 30, 1870 | 18.6 | — | 1.4 | — | — | — | — | — | Pittsfield and North Adams.....Mass. | 443,678 | — | — | — | 450,000 | — | — | — | — | (Leas.& | oper. by Bo | s.&Alb'y.) | — | 27,000 | 6 | 100 | 85 |
| Oct. 31, 1870 | 45.0 | — | 1.4 | 67.5 | 4 | 6 | 3 | 117 | Port Huron and Lake Michigan.....Mich. | 489,113 | 34,493 | — | 101,813 | 44,100 | 505,000 | 76,319 | — | .... | ..... | ..... | ..... | 41,259 | 28,943 | — | 100 | .... |
| Dec. 31, 1870 | 63.0 | 9.5 | 7.0 | — | 20 | 22 | 13 | 270 | Portland and Kennebec.....Maine. | 2,871,264 | * | — | — | 993,100 | 1,222,848 | 268,519 | — | 109.5 | 416,955 | 8,003,844 | 7,724,807 | 646,265 | 125,219 | 6 | 100 | .... |
| Dec. 31, 1870 | 27.5 | — | 2.1 | — | 4 | 2 | 1 | 27 | Portland and Oxford Central.....Maine. | 550,000 | * | — | — | 250,000 | 250,000 | 50,000 | — | 27.5 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 51.3 | — | 5.8 | — | 17 | — | 7 | 167 | Portland, Saco and Portsmouth....Maine. | 1,359,836 | * | 585.069 | 79,576 | 1,500,000 | — | — | — | — | (Leased | & oper. by | Eastern.) | ..... | ..... | 10 | 100 | 161 |
| May 31, 1871 | 30.0 | — | — | 80.0 | — | — | — | — | Port Royal.....South Carolina. | 1,200,000 | * | 4,300,000 | — | 3,000,000 | 2,500,000 | — | — | — | (Under | constructi | on.) | — | — | — | 100 | .... |
| Mar. 31, 1870 | 26.0 | — | 2.0 | — | 3 | 3 | 2 | 56 | Portsmouth, Gt. Falls and Conway. N. H. | 370,000 | * | — | — | 170,000 | 200,000 | — | — | 26.0 | ..... | ..... | ..... | 88,144 | 31,755 | — | 100 | 190 |
| Sept. 30, 1870 | 20.8 | — | — | 25.4 | 1 | — | — | 25 | Poughkeepsie and Eastern....New York. | 629,198 | * | — | — | 483,874 | 10,000 | 176,302 | — | .... | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Nov. 30, 1870 | 15.0 | — | 0.6 | — | 4 | 6 | 3 | 11 | Providence, Warren and Bristol. R. I. & M. | 704,336 | * | — | — | 437,917 | 55,000 | 16,500 | — | 15.0 | 41,676 | 2,113,181 | 202,162 | 74,796 | 6,329 | — | 100 | .... |
| Sept. 30, 1870 | 43.4 | 1.0 | 31.9 | — | 21 | 24 | 6 | 622 | Providence and Worcester..R. I. & Mass. | 1,618,575 | 509,711 | 114,275 | 56,137 | 2,000,000 | 46,000 | 135,000 | 117,698 | 48.3 | 348,465 | ... ..... | (10 mos. | 661,717 | 193,811 | 10 | 100 | 144½ |
| Jun. 30, 1871 | 40.0 | — | — | — | — | — | — | — | Quincy and Warsaw.....Illinois. | 1,400,000 | — | — | — | 600,000 | 800,000 | — | — | — | (Leas. & | & oper. by | Ch., Burl. | &Quinc.) | ..... | — | 100 | .... |
| May 31, 1870 | 97.0 | — | 7.9 | — | 12 | 11 | 4 | 92 | Raleigh and Gaston ¶.....North Carolina. | 1,500,000 | * | 205,500 | 109,007 | 1,500,000 | 50,000 | 74,414 | 190,093 | 97.0 | 164,049 | 1,153,379 | 5,929,904 | 313,113 | 80,370 | 5 | 100 | .... |
| Nov. 30, 1870 | 40.0 | 8.0 | 4.5 | — | 8 | 7 | 1 | 37 | Reading and Columbia.....Pennsylvania. | 2,022,541 | 220,853 | — | — | 507,268 | 1,000,000 | 1,056,405 | — | 48.0 | 172,982 | ..... | ..... | 201,680 | 56,200 | — | 50 | .... |
| Sept. 30, 1870 | 71.0 | 110.0 | 32.0 | — | 36 | 63 | 16 | 826 | Rensselaer and Saratoga.....N. Y. & Vt. | 8,101,897 | * | 885,084 | 737,841 | 6,000,000 | 1,689,750 | — | 2,035,072 | 181.0 | 660,87. | 16,481,419 | 22,373,357 | 1,656,169 | 583,253 | 7 | 100 | 103½ |
| Sept. 30, 1870 | 140.5 | 1.5 | 11.2 | — | 25 | 17 | 8 | 223 | Richmond and Danville ¶.....Virginia. | 6,931,704 | * | 1,827,635 | 89,741 | 4,000,000 | 2,680,000 | 285,392 | 1,782,488 | 190.5 | 379,899 | 6,698,740 | 7,545,929 | 692,387 | 224,733 | — | 100 | .... |
| Sept. 30, 1870 | 75.5 | — | 5 0 | 10.0 | 14 | 15 | 17 | 93 | Richmond, Frederick and Potomac ¶..Va. | 2,303,424 | * | 97,618 | 122,548 | 1,464,128 | 466,605 | 34,949 | 557,817 | 75.5 | 173,100 | 4,737,532 | 904,030 | 328,129 | 68,245 | — | 100 | .... |
| Sept. 30, 1870 | 22.1 | 2.8 | 3.9 | — | 7 | 10 | 3 | 135 | Richmond and Petersburg ¶.....Virginia. | 1,188,215 | * | 86,082 | 21,433 | 847,100 | 326,296 | 89,636 | 32,698 | 46.4 | 91,896 | 1,349,010 | 1,721,310 | 170,696 | 50,377 | — | 100 | .... |
| Sept. 30, 1870 | 38.3 | — | 2.2 | 26.0 | 3 | 3 | 2 | 47 | Richmond and York River ¶....Virginia. | 1,440,321 | * | — | ..... | 650,000 | 712,173 | 78,148 | — | 38.3 | ..... | ..... | ..... | 86,052 | 24,916 | — | 100 | .... |
| Sept. 30, 1870 | 22.0 | — | 0.6 | 31.0 | ... | ... | ... | .... | Roanoke Valley.....Va. & N. Carolina. | 482,612 | * | — | — | 427,402 | — | — | — | 22.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 18.5 | — | 1.3 | — | — | — | — | — | Rochester and Genesee Valley..N. York. | 656,026 | — | — | — | 557,560 | 70,000 | — | — | — | (Leased | & oper. by | Erie.) | ..... | ..... | 6 | 100 | .... |
| Jun. 31, 1870 | 20.0 | — | 1.2 | — | 3 | 1 | 1 | 26 | Rome.....Georgia. | 235,235 | * | — | — | 250,844 | — | — | — | 20.0 | ..... | ..... | ..... | 125,304 | 52,801 | 20 | 100 | .... |
| Sept. 30, 1870 | 141.1 | 48.5 | 23.4 | — | 39 | 29 | 13 | 604 | Rome, Watertown and Ogdensburg. N. Y. | 4,000,006 | * | 399,953 | ..... | 2,997,800 | 1,777,900 | 334 | ..... | 218.2 | 598,514 | 15,296,580 | 19,665,175 | 1,324,948 | 475,270 | 10 | 100 | 99 |
| Sept. 30, 1870 | 33.0 | — | 1.0 | 57.0 | 3 | 3 | 1 | 25 | Rondout and Oswego.....New York. | 1,106,473 | * | ..... | ..... | 1,256,936 | 12,000 | 7,602 | ..... | .... | 8,314 | 266,724 | 123,606 | 20,662 | 17,378 | — | 100 | .... |
| Sept. 30, 1870 | 120.0 | — | 23.9 | — | 42 | 34 | 14 | 1,100 | Rutland .....Vermont. | 8,000,000 | * | — | — | 7,000,000 | 1,000,000 | ..... | ..... | 239.0 | ..... | 10,016,552 | 19,643,470 | 1,189,969 | 297,492 | — | 100 | 18 |
| Dec. 31, 1870 | 22.0 | — | 6.5 | — | 6 | 3 | 4 | 171 | St. Croix and Penobscot.....Maine. | 609,000 | * | 23,351 | 8,516 | 100,000 | 242,700 | 4,000 | — | 22.0 | 45,657 | ..... | ..... | 83,429 | 35,530 | 4 | 100 | .... |
| Dec. 31, 1870 | 112.0 | — | — | 159.0 | ... | ... | ... | .... | St. Joseph and Denver City.....Kansas. | ..... | ..... | ..... | ..... | 16,000,000 | 6,000,000 | ..... | ..... | 112.0 | (Under | constructi | on.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 175.0 | 34.0 | 22.1 | — | ... | ... | ... | .... | St. Louis, Alton and Terre Haute. Illinois. | 10,700,000 | * | — | — | 4,340,000 | 6,700,000 | — | — | 209.0 | ..... | ..... | ..... | 1,390,376 | 580,474 | — | 100 | 25 |
| Dec. 31, 1870 | — | — | — | 200.0 | 2 | — | — | — | St. Louis, Council B. & Omaha..Mo.& Io. | ..... | * | — | — | 6,000,000 | 3,200,000 | — | — | — | (Under | constructi | on—30 m.i | n oper. Ju | ne 1, '71.) | — | 100 | .... |
| Dec. 31, 1870 | 195.0 | 15.0 | 28.0 | — | 46 | 24 | 11 | 667 | *St. Louis and Iron Mountain* ¶...Missouri. | 8,301,027 | 1,443,444 | 299,173 | 109,670 | 10,000,000 | 4,000,000 | ..... | ..... | 201.0 | 635,019 | ..... | ..... | 1,372,236 | 385,803 | — | 100 | 75½ |
| Dec. 31, 1870 | 151.0 | — | 15.1 | — | — | — | — | — | St. Louis, Jacksonville and Chicago...Ill. | 5,348,850 | * | — | — | 2,223,850 | 2,725,000 | — | — | — | (Leas. & | oper. by Ch | icago & Al | ton.) | 240,000 | — | 100 | .... |
| Dec. 31, 1870 | 91.0 | — | — | 109.0 | 13 | 8 | 7 | 250 | St. Louis and South Eastern.....Illinois. | ..... | ..... | — | ..... | 7,250,000 | 3,250,000 | ..... | — | — | (Under | constructi | on.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 72.2 | — | 2.0 | — | — | — | — | — | St. Louis and St Joseph .....Mo. | 2,000,000 | — | — | — | 1,000,000 | 1,000,000 | — | — | — | (Leas. & | oper. by N. | Missouri.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 158.9 | — | — | — | 17 | 10 | 4 | 315 | St. Louis, Vandalia & Terre Haute....Ill. | 6,000,000 | * | — | — | 1,500,000 | 4,500,000 | — | — | — | (Leas. & | oper. by Te | rre H.& In | dianapo.) | ..... | — | 100 | .... |
| Jun. 30, 1871 | 60.0 | — | — | 50.0 | — | — | — | — | St. Paul and Chicago..... .....Minn. | ..... | — | — | — | 2,000,000 | 3,000,000 | — | — | — | (Under | constructi | on.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 135.0 | 76.0 | 8.6 | 140.0 | 16 | 12 | 4 | 200 | *St. Paul and Pacific* (1st Div.). Minnesota. | 13,446,030 | ..... | ..... | ..... | ..... | 11,020,000 | ..... | ..... | 180.0 | 273,250 | 5,745,728 | 5,941,575 | 477,465 | 168,775 | — | 100 | .... |
| Dec. 31, 1870 | 121.5 | — | 8.0 | 75.0 | 12 | 6 | 4 | 184 | St. Paul and Sioux City.....Minn. | 4,347,817 | * | ..... | ..... | 2,400,000 | 1,600,000 | 367,836 | — | 110.0 | 284,410 | ..... | ..... | 390,513 | 175,529 | — | 100 | .... |
| Dec. 31, 1870 | 16.6 | — | — | — | — | 2 | 1 | 12 | Salem.....New Jersey. | 278,328 | * | — | ..... | 180,550 | 100,000 | — | — | — | (Leas. & | oper. by W | est Jer.) | | | 6 | 50 | .... |
| Sept. 30, 1870 | 16.9 | — | 2.6 | — | — | — | — | — | Salem and Lowell .....Massachusetts. | 551,985 | * | — | 2,524 | 243,305 | 326,900 | 1,287 | 82,596 | — | (Leas. & | oper. by B. | & Lowell.) | | | 1.4 | 100 | .... |
| Dec. 31, 1870 | 116.3 | — | 10.0 | — | 14 | 18 | 19 | 237 | Sandusky, Mansfield and Newark ..Ohio. | 3,218,100 | * | — | — | 910,350 | 2,307,000 | — | — | 116.3 | 433,006 | ..... | ..... | 489,173 | 130,245 | — | 100 | .... |
| Sept. 30, 1870 | 21.5 | — | 1.6 | — | — | — | — | — | Saratoga and Schenectady....New York. | 484,684 | — | — | — | 300,000 | 40,000 | — | — | — | (Leas.& | oper. by Re | nsselaer & | Saratog.) | ..... | 8 | 100 | .... |
| Dec. 31, 1870 | 104.0 | — | 4.5 | — | 10 | 10 | 4 | 58 | Savannah & Charleston.....S. Car. & Ga. | 2,040,106 | * | — | 179,048 | 997,100 | 1,157,245 | 49,267 | 15,532 | 104.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 44.0 | — | 2.0 | 106.0 | — | — | — | — | Sav., Griffin & North Alabama. Ga.&Ala. | 499,128 | — | 25,479 | 65,882 | 449,588 | — | 140,901 | — | — | (Oper.te | mporarily | by Mac. & | West'n.) | ..... | — | 100 | .... |
| Dec. 31, 1870 | 20 0 | — | 1.0 | 215.0 | 1 | — | — | 14 | Savannah and Memphis.....Alabama. | ..... | * | ..... | — | ..... | 320,000 | — | — | — | (Under | constructi | on.) | | | — | 100 | .... |
| Dec. 31, 1870 | 11.0 | — | 8.9 | — | — | — | — | — | Schuylkill Valley.....Pennsylvania. | 576,050 | — | — | — | 576,050 | — | — | — | — | (Leas. & | oper. by Ph | ila.& Read | ing.) | 28,803 | 5 | 50 | .... |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oct. 31, 1870 | 54.0 | — | 7.0 | — | 7 | 3 | — | 76 | Schuylkill and Susquehanna ..... | Penn. | 1,288,539 | * | — | — | 1,269,150 | 97,000 | 118,988 | — | 54.0 | 202,470 | ..... | ..... | 207,264 | 72,103 | · | 50 | .... |
| Feb. 28, 1871 | 80.0 | — | 6.0 | — | 13 | 7 | 3 | 166 | Seaboard and Roanoke. | Va. & N. Carolina. | 1,811,863 | * | 186,213 | 105,220 | 1,151,400 | 210,000 | ..... | — | 80.0 | ..... | ..... | ..... | 470,323 | 159,509 | 4 | 100 | .... |
| Apr. 30, 1871 | 40.0 | — | 3.0 | 60.0 | 2 | — | — | — | Selma and Gulf..... | Alabama. | 1,640,000 | * | — | — | 1,000,000 | 640,000 | ..... | — | 40.0 | (Under | constructi | on.) | — | — | — | 100 | .... |
| Apr. 30, 1871 | 50.0 | — | 2.6 | 230.3 | 4 | 2 | 2 | 48 | Selma, Marion & Memphis. | Ala. Miss. & T. | 1,600,000 | * | — | — | ..... | 800,000 | — | — | 50.0 | (Under | constructi | on.) | — | — | — | 100 | .... |
| Dec. 31, 1870 | 81.3 | — | 6.3 | — | 13 | 8 | 2 | 100 | Selma and Meridian..... | Alabama. | ..... | ..... | — | ..... | 969,052 | 796,830 | — | — | — | (Recent | ly sold un | der foreclo | sure. No | returns.) | — | 100 | .... |
| Dec. 31, 1870 | 225.0 | — | 9.2 | — | 25 | 10 | 6 | 274 | *Selma, Rome and Dalton* | Ala. & Georgia. | ..... | ..... | — | ..... | 8,000,000 | 11,000,000 | — | — | — | (In a bad | condition. | No return | s.) | ..... | — | 100 | .... |
| Dec. 31, 1870 | 28.0 | — | 4.5 | — | — | — | — | — | Shamokin Valley and Pottsville.... | Penn. | 1,569,450 | ..... | — | — | 869,450 | 700,000 | — | — | 28.0 | 173,491 | ..... | ..... | 273,565 | 101,671 | 6 | 50 | .... |
| Dec. 31, 1870 | 45.5 | — | 2.0 | — | 4 | 4 | 2 | 71 | Sheboygan and Fond du Lac.. | Wisconsin. | 2,000,694 | * | — | — | 1,243,000 | 750,000 | — | — | 45.5 | ..... | ..... | ..... | 77,924 | 11,359 | — | 100 | .... |
| Nov. 30, 1870 | 21.0 | — | 1.8 | .... | 2 | 2 | 2 | 58 | Shenango and Allegheny..... | Penn. | 625,500 | 79,945 | — | — | 157,837 | 520,000 | 35,000 | — | 21.0 | 22,240 | ..... | ..... | 37,096 | 9,626 | — | 50 | .... |
| Dec. 31, 1870 | 50.0 | — | 2.6 | — | — | — | — | — | Shore Line..... | Connecticut. | 1,195,800 | — | — | ..... | 995,800 | 200,000 | ..... | — | — | (Leas. & | oper. by N. | York & N. | Haven.) | 100,000 | 10 | 100 | .... |
| Jun. 30, 1870 | 101.8 | 10.0 | 5.4 | — | 12 | 4 | 3 | 184 | *Sioux City and Pacific* | Neb. & Iowa. | 4,644,000 | * | — | ..... | 1,788,000 | 3,256,320 | ..... | — | 108.3 | ..... | ..... | ..... | 301,428 | 111,528 | — | 100 | .... |
| Dec. 31, 1870 | 16.0 | — | 0.6 | — | — | — | — | — | South Branch..... | New Jersey. | 439,694 | — | — | — | 438,300 | — | — | — | — | (Leas. & | oper. by C | entral of N | ew Jer.) | — | 6 | 100 | .... |
| Dec. 31, 1870 | 137.0 | 106.0 | 10.7 | — | 43 | 47 | * | 464 | South Carolina ¶ ..... | South Carolina. | 9,500,000 | * | 1,241,909 | 315,965 | 5,819,275 | 4,434,249 | 452,030 | 353,009 | 243.0 | 840,910 | ..... | ..... | 1,485,138 | 569,043 | 2 | 100 | .... |
| Dec. 31, 1870 | 94.0 | — | 2.9 | 89.0 | 5 | 2 | 3 | 48 | South and North Alabama ..... | Ala | ..... | ..... | — | — | ..... | 4,926,000 | — | — | — | (Only p | artially in | operati'n.) | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 11.5 | — | 2.0 | — | 3 | 12 | 2 | 15 | South Shore ..... | Massachusetts. | 462,167 | 39,426 | 2,419 | 1,642 | 259,685 | 150,000 | 24,807 | 71,162 | 11.5 | 50,907 | 1,463,091 | 115,070 | 62,169 | 18,934 | — | 100 | .... |
| Sept. 30, 1870 | 57.0 | 0.8 | 6.8 | — | 17 | 31 | 7 | 89 | South Side (L. I.) ..... | New York. | 2,617,181 | * | — | ..... | 1,000,000 | 2,250,000 | — | — | 72.8 | 254,938 | 10,319,774 | 1,377,540 | 358,168 | 162,982 | — | 100 | 75½ |
| Sept. 30, 1870 | 89.0 | — | 2.0 | 27.5 | 8 | 4 | 4 | 73 | Southern Central..... | New York. | 4,500,000 | * | — | — | 3,000,000 | 1,500,000 | — | — | .... | 61,760 | 1,083,133 | 642,124 | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | — | — | — | 87.0 | — | — | — | — | Southern Iowa and Cedar Rapids.. | Iowa. | ..... | ..... | — | — | 2,500,000 | 1,500,000 | — | — | — | (Under | constructi | on.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 170.5 | — | 4.0 | 109.5 | 17 | 8 | 4 | 292 | Southern Minnesota ..... | Minnesota. | 32,426 pm | 1, | — | — | ..... | 20,000 p m | — | — | 100.0 | ..... | ..... | ..... | 267,762 | 27,677 | — | 100 | .... |
| May 31, 1871 | 80.0 | — | — | 640.0 | .... | .... | .... | .... | Southern Pacific..... | California. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... | (Under | constructi | on.) | ..... | ..... | — | 100 | .... |
| Apr. 30, 1870 | 56.0 | — | 2.8 | 744.0 | 5 | 2 | — | 43 | Southern Pacific..... | Texas. | 1,400,000 | * | — | — | 686,100 | 222,000 | 209,270 | ..... | 49.0 | ..... | ..... | ..... | 284,142 | 166,971 | — | 100 | .... |
| Dec. 31, 1870 | — | — | — | 60.0 | — | — | — | — | Southern Pennsylvania..... | Penn. | 810,000 | ..... | 2,000,000 | — | 577,408 | 651,500 | 95,000 | — | — | (Under | constructi | on.) | — | — | — | 100 | .... |
| Nov. 30, 1870 | 148.0 | 114.5 | 20.0 | 26.5 | 32 | 17 | 17 | 421 | Southwestern..... | Georgia. | 4,081,048 | 376,726 | 129,538 | ..... | 3,939,900 | 699,500 | ..... | ..... | 257.5 | (Leased | by Cen. of | Georgia.) | 1,324,180 | 418,972 | 10 | 100 | .... |
| Sept. 30, 1870 | 68.0 | — | 3.4 | — | 5 | 4 | 2 | 31 | Spartanburg and Union ¶. | South Carolina. | 1,340,882 | * | — | — | 751,296 | 198,370 | 125,000 | — | 68.0 | ..... | ..... | ..... | 68,318 | 14,502 | — | 100 | .... |
| Dec. 31, 1870 | 166.0 | — | 8.0 | 59.0 | .... | .... | .... | .... | Springfield & Ill. So. Eastern..... | Illinois. | ..... | ..... | — | — | ..... | 15,000 p m | ..... | ..... | — | (Under | cons. to be | finished b | y Dec. 1, | — | — | 100 | .... |
| Sept. 30, 1870 | 13.0 | — | 0.3 | — | 3 | 6 | — | 6 | Staten Island ..... | New York. | 376,386 | * | 569,614 | — | 700,000 | 200,000 | 40,000 | ..... | 13.0 | 54,834 | 2,693,648 | ..... | 292,579 | 72,671 | 8 | 100 | .... |
| Nov. 30, 1870 | 21.9 | — | 1.1 | — | — | — | — | — | Stockbridge and Pittsfield..... | Mass. | 448,700 | — | — | — | 448,700 | 448,700 | — | — | — | (Leased | & oper. by | Housat'c.) | — | 31,409 | 7 | 100 | .... |
| Nov. 30, 1870 | 13.2 | — | 1.0 | — | — | — | — | — | Stony Brook..... | New Hamp. | 267,333 | — | — | — | 267,300 | — | — | 634 | — | (Leased | & oper. by | Nash. & Lo | well.) | ..... | 6 | 100 | .... |
| Mar. 31, 1870 | 26.0 | — | 2.0 | — | — | — | — | — | Sullivan..... | Nnw Hamp. | 1,250,000 | — | — | — | 500,000 | 750,000 | — | — | — | (Leased | & oper. by | Ver. Cen.) | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 16.0 | — | — | 13.0 | — | — | — | — | Sullivan and Erie..... | Pennsylvania. | ..... | — | — | — | 1,200,000 | 1,000,000 | — | — | — | (Under | constructi | on.) | ..... | ..... | — | 50 | .... |
| Dec 31, 1870 | 24.0 | — | 1.1 | — | 4 | 2 | 2 | 39 | Sussex..... | New Jersey. | 517,850 | * | — | — | 317,850 | 200,000 | 3,874 | — | — | ..... | ..... | ..... | 95,253 | 31,251 | 5 | 100 | .... |
| Dec. 31, 1870 | 8 3 | — | — | — | — | — | — | — | Swedesboro'..... | New Jersey. | 288,200 | — | — | — | 92,925 | 171,000 | 29,284 | — | — | (Leased | & oper. by | W.N.Jer.) | — | — | 6 | 100 | .... |
| Sept. 30, 1870 | 81.0 | 10.0 | 16.3 | — | 14 | 13 | 3 | 337 | Syracuse, Binghamton and N. York. | N.Y. | 3,707,684 | * | — | ..... | 1,670,130 | 1,695,825 | 13,783 | ..... | 81.0 | 429,182 | 5,813,304 | 32,216,419 | 744,022 | 309,912 | — | 100 | .... |
| Sept. 30, 1870 | 11.1 | 0.6 | 1.3 | — | 5 | 8 | 5 | 104 | Taunton Branch..... | Massachusetts. | 392,971 | * | 24,194 | 52,235 | 400,000 | — | 23,557 | 45,843 | 11.7 | 65,346 | ..... | (10 mos. | 102,172 | 23,651 | 8 | 100 | .... |
| Dec. 31, 1870 | 30.0 | — | — | 157.0 | .... | .... | .... | .... | Tennessee and Pacific ¶..... | Tennessee. | 1,117,617 | * | 1,267,239 | 944 | 635,070 | 1,185,000 | 557,988 | 7,742 | — | (Under | constructi | on.) | — | — | — | 50 | .... |
| Nov. 30, 1870 | 80.0 | 11.0 | 26.3 | — | 35 | 21 | 10 | 714 | Terre Haute and Indianapolis.... | Indiana. | 2,650,783 | * | 1,465,285 | 42,464 | 1,988,150 | 800,000 | 284,849 | 1,095,523 | 72.0 | 578,258 | 9,988,392 | 35,490,358 | 1,087,526 | 459,465 | 12 | 100 | .... |
| Dec. 31, 1870 | 30.6 | — | 6.7 | — | 12 | 5 | 1 | 367 | Tioga ..... | Pennsylvania. | 849,152 | 381,640 | ..... | ..... | 580,900 | 243,000 | — | ..... | 34.6 | 190,395 | ..... | ..... | 420,623 | 222,905 | — | 100 | .... |
| Dec. 31, 1870 | 228.0 | — | 22.0 | — | 44 | 13 | 11 | 611 | Toledo, Peoria and Warsaw..... | Illinois. | 10,806,000 | * | ..... | ..... | 5,700,000 | 5,106,000 | ..... | ..... | 228.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Dec. 31, 1870 | 454.8 | 154.2 | 69.2 | — | 130 | 62 | 33 | 2,825 | Toledo, Wabash and Western. | O. I. & Ill. | 33,590,000 | * | 1,094,836 | 572,619 | 16,000,000 | 18,387,000 | 81,710 | 858,744 | 631.0 | 3,473,960 | ..... | ..... | 4,544,641 | 1,308,376 | — | 100 | 76½ |
| Sept. 30, 1870 | 34.9 | — | 8.9 | — | 13 | 13 | 6 | 222 | Troy and Boston..... | New York. | 2,307,907 | * | ..... | ..... | 998,061 | 1,898,000 | 347,055 | — | 55.3 | 174,320 | 4,631,950 | 4,521,682 | 478,263 | 165,248 | — | 100 | .... |
| Sept. 30, 1870 | 6.0 | — | 6.0 | — | — | — | — | — | Troy and Greenbush..... | New York. | 294,908 | — | — | — | 274,400 | — | — | — | — | (Leased | & oper. by | N.Y. Cen. | & H. Riv.) | — | 6 | 100 | .... |
| Dec. 31, 1870 | 37.5 | 8.0 | 10.1 | — | — | — | — | — | Tyrone and Clearfield..... | Pennsylvania | 1,000,000 | — | — | — | 510,000 | — | 404,069 | — | — | (Leased | & oper. by | Pennsylva | nia.) | — | — | 50 | .... |
| Dec. 31, 1870 | 1,038 | — | 103.8 | — | 155 | 62 | 27 | 2,434 | *Union Pacific*..... | Nebraska, &c. | 110,812,512 | * | ..... | ..... | 36,745,000 | 74,067,512 | ..... | ..... | 1,038.7 | ..... | 74,917,335 | 71,779,106 | 7,625,277 | 2,947,862 | — | 100 | 36½ |
| Dec. 31, 1870 | 100.0 | — | 6.3 | 250.0 | 6 | 5 | 2 | 124 | *Union Pacific* (Central Branch) .. | Kansas. | 3,723,000 | * | ..... | ..... | 1,000,000 | 3,200,000 | ..... | — | 100.0 | ..... | ..... | ..... | 182,563 | ..... | — | 100 | .... |
| Dec. 31, 1870 | 25.0 | — | 1.0 | — | .... | .... | .... | .... | Union and Titusville..... | Penn. | 1,500,000 | * | ..... | ..... | 500,000 | 1,000,000 | — | — | — | (Recen't | y opened f | or traffic.) | — | — | — | 100 | .... |
| Sept. 30, 1870 | 59.0 | — | 4.4 | 27.3 | 8 | 7 | 4 | 67 | Utica and Black River..... | New York. | 1,835,315 | * | ..... | ..... | 1,666,990 | 150,000 | — | ..... | 59.0 | 85,360 | 3,102,075 | 1,403,923 | 250,425 | 120,360 | 6 | 100 | .... |
| Sept. 30, 1870 | 46.3 | 21.0 | 7.3 | — | 7 | 11 | 4 | 60 | Utica, Chenango and Susq. Valley.. | N. Y. | 2,153,905 | * | — | ..... | 1,900,900 | — | ..... | — | .... | 99,975 | 3,391,815 | 978,119 | 208,353 | 85,890 | — | 100 | .... |
| Sept. 30, 1870 | 11.4 | — | 1.0 | — | — | — | — | — | Valley..... | New York. | 769,287 | — | — | ..... | 750,000 | — | ..... | ..... | 11.4 | 40,386 | 333,487 | 6,691,692 | 144,140 | 115,076 | 8 | 100 | .... |
| Dec. 31, 1870 | 47.0 | 25.5 | 8.9 | — | — | — | — | — | Vermont and Canada ..... | Vermont. | 2,500,000 | — | — | ..... | 2,500,000 | — | ..... | — | — | (Leased | & oper. by | Ver. Cen.) | ..... | ..... | 8 | 100 | 98½ |
| May 31, 1870 | 158.0 | 27.0 | 36.0 | — | 77 | 46 | 17 | 1,620 | Vermont Central..... | Vermont. | 13,000,000 | * | (Incl. Vt. | & Can.) | 5,000,000 | 9,500,000 | ..... | — | 185.0 | 1,144,375 | 16,301,331 | 65,732,302 | 2,084,884 | 588,977 | — | 100 | .... |
| Sept. 30, 1870 | 60.3 | 10.8 | 9.0 | — | 15 | 17 | 10 | 228 | Vermont and Massachusetts.. | Mass. & Vt. | 3,465,943 | * | 296,236 | 96,354 | 2,860,000 | 750,000 | 199,627 | 48,906 | 110.1 | 225,166 | ..... | (10 mos. | 456,651 | loss. | — | 100 | 81 |
| May 31, 1870 | 23.7 | — | 3.1 | — | 4 | — | — | — | Vermont Valley ..... | Vermont. | 1,221,886 | * | ..... | ..... | 516,164 | 793,200 | ..... | ..... | — | (Leased | & oper. by | Ver. Cen.) | ..... | ..... | — | 100 | .... |
| May 31, 1870 | 47.5 | — | 1.4 | — | 3 | — | — | 50 | Vineland..... | New Jersey. | 1,750,000 | * | — | — | 1,000,000 | 750,000 | — | — | — | (Recent | ly complet | ed.) | — | — | — | 100 | .... |
| Sept. 30, 1870 | 18.5 | — | 0.8 | 66.8 | — | — | — | — | Walkill Valley..... | New York. | 695,465 | — | — | — | 499,600 | 350,000 | — | — | 18.5 | 15,794 | 100,513 | ..... | 14,411 | 2,976 | — | 100 | .... |
| Sept. 30, 1870 | 10.2 | — | 0.4 | — | — | — | — | — | Warwick Valley ..... | New York. | 199,161 | — | — | — | 225,000 | 85,000 | — | — | 10.2 | 19,820 | 290,410 | ..... | 50,792 | 18,677 | 5 | 100 | .... |
| Sept. 30, 1870 | 44.0 | — | 2.0 | — | 4 | 5 | 3 | 55 | Washington and Ohio ..... | Virginia. | 1,483,012 | 119,903 | ..... | ..... | 1,467,670 | 86,896 | ..... | ..... | 44.0 | 88,395 | ..... | ..... | 97,045 | 9,712 | — | 100 | .... |
| Oct. 31, 1870 | 26.5 | — | 5.2 | — | 12 | 16 | 3 | 61 | West Chester and Philadelphia..... | Penn. | 1,320,024 | 178,583 | 216,037 | ..... | 684,046 | 957,500 | 107,000 | — | 35.5 | 204,506 | ..... | ..... | 288,566 | 101,693 | — | 100 | .... |
| Sept. 30, 1870 | 200.6 | 49.7 | 289.0 | — | 163 | 118 | 40 | 3,045 | Western ..... | Mass. & New York. | 21,938,629 | * | 2,154,639 | 1,701,178 | 29,405,200 | 1,764,520 | 492,730 | 4,132,076 | 268.9 | 2,877,540 | ..... | (10 mos. | 5,785,987 | 1,830,314 | 10 | 100 | .... |
| Dec. 30, 1870 | 133.0 | — | 16.2 | — | 52 | 15 | 10 | 573 | Western and Atlantic..... | Georgia. | 5,000,000 | * | — | — | ..... | — | — | — | — | (Leas. for | 20 y'rs at | $25,000 m | onthly.) | 3,000,000 | — | 100 | .... |
| Sept. 30, 1870 | 46.0 | — | 1.4 | 34.5 | 5 | 5 | 5 | 55 | Western Maryland ¶..... | Maryland. | 3,000,000 | * | — | — | 650,000 | 1,400,000 | — | — | 46.0 | 67,611 | 1,791,187 | ..... | 137,928 | 36,133 | — | 100 | .... |
| Aug. 31, 1870 | 105.0 | — | 5.0 | 37.0 | 5 | 6 | 2 | 24 | Western North Carolina.. | North Carolina. | ..... | * | — | — | 6,500,000 | 1,400,000 | — | — | 105.0 | ..... | ..... | ..... | 112,625 | 13,200 | — | 50 | .... |
| Dec. 31, 1870 | 57.1 | 27.6 | 12.0 | — | — | — | — | — | Western Pennsylvania..... | Pennsylvania. | 3,671,000 | — | — | — | 1,022,450 | 1,800,000 | — | — | — | (Leased | & oper. by | Pennsylva | nia.) | — | — | 50 | .... |
| Dec. 31, 1870 | 59.7 | — | 4.1 | — | 18 | 66 | 9 | 287 | West Jersey..... | New Jersey. | 2,204,464 | * | 1,336,074 | 116,207 | 1,209,000 | 2,379,000 | 20,000 | 48,745 | 126.1 | 507,150 | 16,363,324 | 3,639,915 | 633,616 | 255,428 | 10 | 100 | .... |
| Sept. 30, 1870 | — | — | — | 93.0 | — | — | — | — | West Shore Hudson River.... | New York. | 624,464 | — | — | — | 526,700 | 676,300 | 7,427 | — | — | (Under | cons.—Ne | wburg to | Albany.) | — | — | 100 | .... |
| Apr. 30, 1870 | 115.0 | — | 1.2 | 55.0 | 11 | 12 | 4 | 305 | West Wisconsin..... | Wisconsin. | 5,000,000 | * | — | — | 4,000,000 | 4,000,000 | — | — | — | (Under | cons.—ope | n to Meno | menee.) | ..... | — | 100 | .... |
| Dec. 31, 1870 | 32.5 | — | 0.5 | — | — | — | — | — | Williamston and Tarboro..... | North Car. | 850,000 | — | — | — | 500,000 | 350,000 | — | — | — | (Operat | ed by Wil. | & Wel.) | ..... | ..... | — | 100 | .... |
| Aug. 31, 1870 | 168.0 | — | 3.6 | 104.0 | 11 | 6 | 4 | 150 | Wilmington, Charlotte & Rutherford. | N.C. | 5,200,000 | * | — | — | 1,200,000 | 4,000,000 | — | — | 168.0 | ..... | ..... | ..... | 230,203 | 121,457 | — | 100 | .... |
| Dec. 31, 1870 | 171.0 | — | 15.0 | — | 17 | 11 | 8 | 111 | Wilm. Colum. and Augusta. | N. C. & S. C. | (Late Wi | lming. & | Manch.) | — | 5,000,000 | — | — | — | 171.0 | ..... | ..... | ..... | ..... | ..... | — | 100 | .... |
| Sept. 30, 1870 | 162.0 | 19.0 | 9.5 | — | 19 | 16 | 15 | 294 | Wilmington and Weldon ¶... | N. Carolina. | 3,083,066 | * | 35,154 | 114,711 | 1,463,775 | 1,484,665 | 130,021 | 154,570 | 181.0 | 436,316 | ..... | ..... | 594,222 | 250,725 | — | 100 | .... |
| Dec. 31, 1870 | 32.0 | — | 1.8 | — | — | — | — | — | Winchester and Potomac..... | Virginia. | 600,000 | — | — | — | 180,000 | 144,400 | 102,400 | — | — | (Leased | & oper. by | Balt. & O | hio.) | 27,000 | 6 | 100 | .... |
| Dec. 31, 1870 | 138.0 | 4.0 | 3.4 | — | 14 | 6 | 3 | 333 | Winona and St. Peter..... | Minnesota. | 4,754,837 | 427,100 | — | — | — | 4,750,000 | — | — | 142.0 | ..... | 2,861,440 | 6,131,860 | 574,668 | 109,400 | — | 100 | .... |
| May 31, 1871 | — | — | — | 14.0 | — | — | — | — | Worcester ..... | Maryland. | ..... | ..... | — | — | 100,000 | 300,000 | — | — | — | (Under | constructi | on.) | — | — | — | 100 | .... |
| Sept. 30, 1870 | 45.7 | — | 15.5 | — | 13 | 11 | 5 | 292 | Worcester and Nashua ... | N. Hampshire. | 1,806,128 | * | 93,171 | 58,845 | 1,400,555 | — | 3,801 | 553,777 | 45.7 | 260,726 | 4,701,816 | 7,193,226 | 452,547 | 156,860 | 10 | 100 | 138 |
| | | | | | | | | | **CANALS, &c.** | | | | | | | | | | | | | | | | | | | | |
| May 31, 1871 | 12.5 | — | — | — | — | — | — | — | Chesapeake & Delaware Canal. | Del. & Md. | 3,662,316 | — | 258,679 | 151,967 | 2,031,988 | 2,039,150 | 1,825 | — | 12.5 | — | — | — | 414,202 | 275,342 | 4 | 50 | 77 |
| Sept. 30, 1870 | 184.5 | — | — | — | — | — | — | — | Chesapeake and Ohio Canal... | Md. & Va. | 10,506,309 | — | — | — | 8,229,594 | — | — | — | 184.5 | — | — | — | — | — | — | 25 | .... |
| Dec. 31, 1870 | 60.0 | — | — | — | — | — | — | — | Delaware Division Canal .. | Pennsylvania. | 2,433,350 | — | — | — | 1,633,350 | 800,000 | — | — | — | (Leased | & oper. by | Lehigh N | — | — | 8 | 50 | 99 |
| Dec. 31, 1870 | 108.0 | — | — | — | — | — | — | — | Delaware & Hudson Canal. | Penn. & N.Y. | 7,066,899 | — | 13,245,880 | — | 15,000,000 | 5,000,000 | — | — | 108.0 | ..... | ..... | ..... | 107,947 | ..... | 10 | 100 | 119½ |
| Dec. 31, 1870 | 43.0 | 22.5 | — | — | — | — | — | — | Delaware and Raritan Canal. | New Jersey. | 4,735,353 | — | — | — | 5,847,400 | — | — | — | 65.5 | ..... | ..... | ..... | 888,353 | 585,004 | 10 | 100 | .... |
| Oct. 31, 1870 | 136.0 | 25.0 | — | — | — | — | — | — | Erie Canal ..... | Pennsylvania. | 1,562,000 | — | — | — | 64,000 | 835,759 | 689,446 | — | 161.0 | (Leased | 1870 by Pe | nnsylvani | 67,252 | loss. | — | 50 | .... |
| Dec. 31, 1870 | 83.0 | — | — | — | — | — | — | — | Lehigh Navigation..... | Pennsylvania. | 1,115,452 | — | — | — | 1,003,500 | 110,000 | — | — | 83.0 | ..... | ..... | ..... | 220,216 | 130,187 | 10 | 100 | 76½ |
| Dec. 31, 1870 | 48.0 | — | — | — | — | — | — | — | Monongahela Navigation Canal.... | Penn. | 4,455,000 | — | 10,947,779 | — | 8,739,800 | 15,662,979 | — | — | 108.0 | ..... | ..... | ..... | 344,308 | 181,042 | — | 100 | .... |
| Feb. 28, 1870 | 103.0 | — | — | — | — | — | — | — | Morris Canal..... | New Jersey. | 3,391,214 | — | — | 110,570 | 2,200,000 | 1,021,965 | 197,815 | 82,206 | 103.0 | ..... | ..... | ..... | 391,550 | 183,076 | — | 50 | 50 |
| Dec. 31, 1870 | 173.0 | 64.0 | — | — | — | — | — | — | Pennsylvania Canal..... | Pennsylvania. | 6,569,950 | — | ..... | — | 4,337,950 | 2,232,000 | ..... | — | 360.0 | ..... | ..... | ..... | 609,552 | 142,888 | — | 50 | 40 |
| Dec. 31, 1870 | 108.3 | 1.0 | — | — | — | — | — | — | Schuylkill Navigation ..... | Pennsylvania. | 10,856,153 | 2,335,716 | 284,140 | — | 4,797,185 | 7,678,387 | 1,042,143 | 117,900 | — | (Leased | to Phila. & | Read. Co.) | ..... | 655,000 | — | 50 | 16½ |
| Dec. 31, 1870 | 45.0 | — | — | — | — | — | — | — | Susq. and Tide Water Canal. | Penn. & Md. | 4,837,278 | — | — | — | 2,002,746 | 2,634,367 | 284,873 | — | 45.0 | ..... | ..... | ..... | 135,162 | 61,602 | — | 50 | 20 |
| Oct. 31, 1870 | 77.6 | 10.0 | — | — | — | — | — | — | Union Canal..... | Pennsylvania. | 5,907,850 | — | — | — | 2,907,850 | 3,000,000 | 20,000 | — | 87.6 | ..... | ..... | ..... | 59,953 | 4,203 | — | 50 | 1 |
| ec. 31, 1870 | 123.0 | — | — | — | — | — | — | — | West Branch and Susquehanna..... | Penn. | 1,911,300 | — | — | — | 1,100,000 | 748,300 | 63,000 | — | .... | (Leased | by Pennsy | lvaia.) | ..... | ..... | — | 50 | 13 |

## REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

| Companies. | Amount outstanding. | Div'ds Rate. | Div'ds Paid. | Market Price. |
|---|---|---|---|---|
| **Railroad Stocks:** | | | | |
| Atlantic & Gt. West'n (O. D.,) pref. | $1,919,000 | 7 | ... | .... |
| Atlantic and St. Lawrence* guar. | 2,494,000 | 4 | 4 | .... |
| Baltimore and Ohio, pref. | 3,000,000 | 6 | 6 | 150 |
| Berkshire,* guaranteed | 600,000 | 7 | 7 | .... |
| Blossburg and Corning,* guar. | 250,000 | 5 | 5 | .... |
| Boston, Concord and Montreal, pref. | 1,340,000 | 6 | 6 | 75½ |
| Buffalo, N. York and Erie,* guar. | 950,000 | 7 | 7 | 74½ |
| Camden and Atlantic, pref. | 753,695 | 7 | ... | 67 |
| Catawissa,* pref. and guar. | 2,200,000 | 7 | 7 | 92½ |
| Cayuga and Susquehanna,* guar. | 589,110 | ... | 9 | .... |
| Cedar Rapids & Missouri,* preferred and guaranteed | 755,000 | 7 | 7 | .... |
| Central Ohio, preferred | 400,000 | 7 | 7 | 31 |
| Chemung,* guar. | 380,000 | 8 | 6 | .... |
| Cheshire, preferred | 2,017,815 | 7 | 3 | 84 |
| Chicago and Alton, pref. | 2,425,400 | 7 | 10 | 119½ |
| Chicago, Iowa and Nebraska,* guar. | 2,600,000 | ... | 10 | .... |
| Chicago and Northwestern, pref. | 20,370,293 | 7 | 7 | 92⅝ |
| Cleveland and Mahoning,* guar. | 2,056,000 | 7 | 7 | .... |
| Cleveland and Toledo,* † guar. | 6,250,000 | ... | 3½ | .... |
| Cochecho, preferred | 177,750 | 8 | ... | .... |
| Connecticut and Passumpsic Rivers, preferred | 1,822,100 | 6 | 6 | 91 |
| Cumberland Valley, 1st pref. | 241,900 | 8 | 8 | 114½ |
| " " 2d pref. | 242,000 | 8 | 8 | .... |
| Delaware,* guaranteed | 594,261 | 6 | 6 | .... |
| Detroit & Milwaukee,* preferred and guaranteed | 1,500,000 | 6 | ... | .... |
| Dubuque and Sioux City,* preferred and guaranteed | 1,988,170 | 7 | 7 | 97½ |
| Dubuque Southwestern, pref. | 330,308 | 7 | 7 | .... |
| Eastern (N. H.,)* guaranteed | 492,500 | 8 | 8 | .... |
| Elmira, Jefferson and Canandaigua,* guaranteed | 500,000 | 5 | 5 | .... |
| Elmira and Williamsport,* guar. | 500,000 | 5 | 5 | .... |
| Elmira and Williamsport,* preferred and guaranteed | 500,000 | 7 | 7 | 84 |
| Erie, preferred | 8,536,910 | 7 | 7 | 71 |
| Evansville and Crawfordsville pref. | 100,000 | ... | ... | .... |
| Hannibal and St. Joseph, pref. | 5,078,224 | ... | ... | 62 |
| Harrisburg and Lancaster,* guar. | 1,182,550 | 7 | 7 | .... |
| Housatonic, preferred | 1,180,000 | 8 | 4 | 111 |
| Huntingdon & Broad Top Mountain, preferred | 190,750 | 7 | 3½ | 28 |
| Joliet and Chicago,* guar. | 1,500,000 | 7 | 7 | .... |
| Joliet and Northern Indiana,* guar. | 300,000 | 8 | 8 | .... |
| Lackawanna and Bloomsburg, pref. | 500,000 | 7 | ... | .... |
| Leeds and Farmington,* guar. | ..... | ... | 5 | .... |
| Little Schuylkill,* guar. | 2,646,100 | 7 | 7 | .... |
| Louisville, Cincinnati and Lexington preferred | 848,700 | 9 | 9 | 87½ |
| Marietta and Cincinnati, 1st pref. | 6,586,135 | 6 | ... | 22 |
| " " 2d pref. | 4,051,744 | 6 | ... | 11 |
| Manchester and Lawrence* | 1,000,000 | ... | 9 | .... |
| Michigan Southern, guaranteed | 586,800 | 10 | 10 | .... |
| Mill Creek and Mine Hill,* guar. | 323,375 | 10 | 10 | .... |
| Milwaukee and St. Paul, preferred | 9,744,268 | 7 | ... | 79⅞ |
| Mine Hill and Schuylkill Haven,* guaranteed | 3,775,000 | 8 | 8 | .... |
| Mount Carbon & Pt. Carbon,* guar. | 282,250 | 12 | 12 | .... |
| New Haven and Northampton* | 1,344,000 | ... | 2 | .... |
| New York and Harlem, pref. | 1,500,000 | 8 | 8 | 135 |
| Niagara Bridge and Canandaigua,* guar. | 1,000,000 | 6 | 6 | .... |
| North Eastern (S. C.,) preferred | 155,000 | 8 | 8 | .... |
| Ogdensburg and L. Champlain, pref. | 1,037,000 | 8 | 8 | 106½ |
| Ohio and Mississippi, pref. | 3,500,000 | 7 | 7 | 75 |
| Paterson and Hudson,* guar. | 630,000 | 8 | 8 | .... |
| Paterson and Ramapo,* guar. | 248,000 | ... | 5 | .... |
| Peoria and Bureau Valley,* guar. | 1,200,000 | ... | 6 | .... |
| Philadelphia and Erie,* | 5,996,700 | ... | ... | .... |
| Philadelphia and Reading, pref. | 1,551,800 | ... | 10 | .... |
| Philadelphia and Trenton,* † guar. | 1,099,700 | ... | 10 | .... |
| Pittsfield and North Adams,* guar. | 450,000 | 6 | 6 | .... |
| Portl. & Kennebec (Yarmouth) guar. | 201,400 | 6 | 6 | .... |
| Portland, Sago & Portsmouth,* guar. | 1,500,000 | 6 | 6 | .... |
| Portsmouth and Concord* | 350,000 | 7 | 7 | .... |
| Richmond, Fredericksb. & Potomac, guaranteed | 142,900 | 7 | 7 | .... |
| Rochester and Genesee Valley* | 557,560 | ... | 7 | .... |
| Rutland, preferred | ..... | 7 | 7 | 66⅞ |
| St. Louis, Alton and T. H., pref. | 2,040,000 | 7 | 7 | 57 |
| Sandusky and Cincinnati, pref. | 445,596 | 6 | 6 | 36½ |
| Schuylkill Valley,* guar. | 576,000 | 5 | 5 | .... |
| Shamokin Valley & Pottsville,* guar. | 869,450 | 5 | 5 | .... |
| Tol., Peoria & Warsaw (W. D.) pref. | 1,300,000 | 7 | ... | .... |
| " " " (E. D.) pref. | 1,700,000 | 7 | ... | .... |
| Toledo, Wabash and Western, pref. | 1,000,000 | 7 | 7 | 86 |
| Troy and Greenbush,* guar. | 274,000 | 7 | 7 | .... |
| Vermont and Canada,* guar. | 2,500,000 | 8 | 8 | .... |
| Warren,* guar. | 1,408,300 | 7 | 7 | .... |
| White Mountains,* guar. | 200,000 | 5 | 5 | .... |
| Wrightsv., York & Gettysburg,* pref. | 317,050 | ... | 2 | .... |
| **Canal Stocks:** | | | | |
| Delaware Division,* guar. | 1,633,350 | 8 | 8 | .... |
| Morris, preferred | 1,175,000 | 10 | 10 | 123 |
| Schuylkill Navigation, pref. | 2,888,997 | 6 | 6 | 33½ |
| Union, preferred | ..... | 6 | ... | 1½ |
| **Miscellaneous Stocks:** | | | | |
| Cumberland Coal, pref. | ..... | 6 | ... | .... |
| Mariposa Mining, pref. | 5,774,400 | 7 | 7 | ⅜ |

## WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

| | |
|---|---|
| Pig, Scotch, No. 1 per ton | 45 — @ 48 — |
| Pig, American, No. 1 | 45 — @ 47 — |
| Pig, American, No. 2 | 44 — @ 45 — |
| Pig, American, Forge | 42 — @ 43 — |
| Bar, Refined, English and American | — — @ 86 — |
| Bar, Swedes, assorted sizes (gold) | 85 — @100 — |
| | Store Prices. |
| Bar, Swedes | 117 50 @127 50 |
| Bar, Refined, ¾ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in. | 100 — @ — — |
| Bar, Refined, 1¼ to 6 by ¼ & 5-16 & 2½ to 2¾ rud. & sq | 105 — @ — — |
| Bar, Refined, 1 & 1¼ by ¼ & 5-16 | 107 50 @ — — |
| Scroll | 117 50 @147 50 |
| Ovals and Half-round | 115 — @135 — |
| Band | — — @112 50 |
| Horse Shoe | 112 50 @122 50 |
| Rods, ⅜@3-16 inch | 105 — @150 — |
| Hoop | 120 — @167 50 |
| Nail Rod per lb. | — 7½@ — — |
| Sheet, Russia, as to assortment (gold) | — 16½@ — — |
| Sheet, Single D. and T. Common | — 5¾@ — 7 |
| Sheet, Doubles and Trebles, Charcoal | — 7 @ — 8 |
| Sheet, Galtanized, No.'s 10 to 27 | — 10 @ — 13 |
| Sheet, Galvanized, No.'s 28 and 29 | — 15 @ — 19 |
| Rails, English (gold) per ton. | 66 — @ 68 — |
| Rails, American, at Works in Penna. c'y. | 75 — @ 80 — |
| Anvils, (Eagle) per lb currency. | — 8 @ — — |

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

| | |
|---|---|
| English, Cast. (2d and 1st quality). per lb. | — 16 @ — 18 |
| English Spring (2d and 1st quality) | — 7 @ — 10 |
| English Blister (2d and 1st quality) | — 10 @ — 17 |
| English Machinery | — 11 @ — 13 |
| English German (2d and 1st quality) | — 10½@ — 12 |
| American Blister | — — @ — 12 |
| American, Cast, Tool | — 15 @ — 16 |
| American, Spring | — 9 @ — 11 |
| American Machinery | — 9 @ — 10 |
| American German | — 9 @ — 11 |

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

| | |
|---|---|
| Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb. | — — @ 5 25 |
| Cut, 8d. and 9d | — — @ 5 50 |
| Cut, 6d. and 7d | — — @ 5 75 |
| Cut, 4d. and 5d | — — @ 6 — |
| Cut, 3d | — — @ 6 75 |
| Cut, 2d and 3d. Fine | — — @ 7 50 |
| Cut Spikes, all sizes | — — @ 5 50 |
| Cut, Finishing, Casing, Box, &c., 10d to 3d. | 5 50 @ 7 25 |
| Clinch, Kegs | 6 50 @ 7 25 |
| Horse Shoe, Forged (No. 10 to 5)...per lb. | — 20 @ — 33 |
| Copper | — — @ — 40 |
| Yellow Metal | — — @ — 26 |

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

| | |
|---|---|
| Banca (gold). per lb. | — — @ — 42½ |
| Straits (gold). | — 38½@ — 39 |
| English (gold). | — 38 @ — 38½ |

| Plates—Fair to good brands. | Gold. | Currency. |
|---|---|---|
| I. C. Charcoal....per box. | 11 75 @12 25 | 13 25 @ 13 75 |
| I. C. Coke | 10 25 @10 50 | 11 75 @ 12 25 |
| Coke Terne | 9 — @ 9 25 | 10 50 @ 11 — |
| Charcoal Terne | 10 — @10 50 | 11 50 @ 12 50 |

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

| | |
|---|---|
| Crude, 40 @ 48 gravity (in bulk) | — 13½@ — 13½ |
| Crude, 40 @ 47 gravity (in shipping order) | — — @ — 17½ |
| Refined, Standard White (in ship'g order). | — 22½@ — 22¾ |
| Refined, S. W. (in jobbing lots) | — — @ — 23 |
| Refined, S. W. (in tin) | — 28 @ — 28½ |
| Naptha, Refined, (65 @ 73 gravity) | — 10½@ — 11 |
| Residuum per bbl. | 4 — @ — — |

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

| | All Cash. |
|---|---|
| Copper, New Sheathing, (over 12 oz.) per lb. | — — @— 36 |
| Copper, Bolts | — — @— 38 |
| Copper, Braziers' (over 16 oz.) | — — @— 38 |
| Copper, Nails | — — @— 42 |
| Copper, Old Sheathing, &c., mixed lots | — 25½@— 26 |
| Copper, Chile Pig | — — @— — |
| Copper, American Ingot | — — @— 29 |
| Yellow Metal, New Sheathing and Bronze | — — @— 26 |
| Yellow Metal, Bolts | — — @— 28 |
| Yellow Metal, Nails | — — @— 26 |

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

| | |
|---|---|
| Spanish (gold) per 100 lb. | 5 90 @ 6 — |
| German (gold) | 5 90 @ 6 — |
| English (gold) | 5 95 @ 6 70 |
| Bar | 9 25 @— — |
| Pipe | — — @10 — |
| Sheet | — — @10 — |

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

| | |
|---|---|
| Newcastle Gas per ton of 2240 lb. | — — @ 8 — |
| Liverpool Gas Cannel | — — @12 — |
| Liverpool House Cannel | — — @17 — |
| Anthracite per ton of 2,000 lb. | 4 50 @ 5 50 |

## New York Stock Exchange.

*Actual Sale Prices for the week ending Mar. 13.*

| | Th.7. | F.8. | Sat.9. | M.11. | Tu.12 | W.13 |
|---|---|---|---|---|---|---|
| Canton Co. | 90 | 89½ | 92 | 92 | 94 | .... |
| Central Pacific 6s | 102½ | 102½ | 102½ | 102½ | 102½ | 102½ |
| Central of N. Jersey | 113½ | 113 | 112¼ | .... | .... | .... |
| Chicago & Alton | .... | 117¾ | .... | 117½ | 117¾ | |
| " pref. | .... | .... | .... | .... | .... | .... |
| " 1 M | .... | .... | .... | .... | .... | 104½ |
| " S. F. | .... | .... | .... | .... | .... | .... |
| " Inc. bds | .... | .... | .... | .... | .... | .... |
| Chicago, Burl. & Q. | .... | 137 | .... | .... | .... | .... |
| " 8s, 1883 | .... | 114 | .... | .... | .... | .... |
| Chic. & Northwestern | 78⅞ | 78⅞ | 78¾ | 78½ | 78½ | 78½ |
| " pref. | 91½ | .... | 92⅝ | .... | .... | .... |
| " 1st M. | 98 | .... | .... | .... | .... | .... |
| " S. F. | .... | .... | .... | .... | .... | .... |
| " Consol. | .... | .... | 94½ | .... | .... | .... |
| Chic., Rock Isl. & Pac. | 114 | 113¾ | 113⅝ | 113¼ | 113¼ | 113½ |
| Chi., R. I. & Pa. 7s, 1896 | .... | 102 | .... | .... | .... | .... |
| Clev., Col., C. and Ind. | 88¾ | 89½ | 89¼ | 89 | 89¼ | 89½ |
| Clev. & Pittsburg guar. | 90⅝ | 90¾ | 90¾ | 90⅝ | 90⅝ | 90¾ |
| " 2 M. | .... | .... | .... | .... | 98½ | 98⅝ |
| " 3 M. | .... | .... | .... | .... | .... | .... |
| " 4 M. | .... | .... | .... | .... | .... | .... |
| Clev. and Toledo | .... | .... | .... | .... | .... | .... |
| " S. F. 7s | .... | .... | .... | .... | .... | .... |
| Col., Chi., & Ind. C. | 24½ | 24 | 24½ | 25 | 24¾ | 24¾ |
| " 1 M. | 92¾ | .... | 92¾ | 92¾ | 92⅝ | 92¾ |
| " 2 M. | .... | .... | 72½ | 72½ | .... | .... |
| Del. & Hudson Canal | 119¾ | .... | 120 | .... | .... | 119½ |
| Del. Lack. & Western | 106½ | 107¼ | .... | 107½ | 107½ | 107½ |
| " 1 M. 7s | .... | .... | .... | .... | .... | .... |
| " 2 M 7s | .... | .... | .... | .... | .... | .... |
| Dubuque & Sioux City | .... | .... | .... | .... | .... | .... |
| Erie Railway | 35 | 36 | 36⅞ | 36⅝ | 35¾ | 37⅛ |
| " pref. | .... | 66 | .... | .... | .... | 68 |
| " 1 M. 7s, 1897 | 103 | .... | .... | .... | .... | .... |
| " 2 M. 7s, 1879 | .... | .... | .... | .... | .... | .... |
| " 3 M. 7s, 1883 | .... | .... | .... | .... | .... | .... |
| " 4 M. 7s, 1880 | 91¾ | 91¾ | .... | .... | .... | .... |
| " 5 M. 7s, 1888 | .... | .... | .... | .... | .... | .... |
| Great Western 2d mort. | 89½ | .... | .... | .... | 89½ | 89½ |
| Hannibal & St. Joseph | 38½ | .... | 39 | 42 | 40 | .... |
| " pref. | .... | 60 | 62¾ | 62 | .... | .... |
| " 8s, conv. | .... | .... | 92 | .... | .... | .... |
| Hudson River | .... | .... | .... | .... | .... | .... |
| " 2 M. S. F. | .... | .... | .... | .... | .... | .... |
| " 3 M 7s, 1875 | .... | .... | .... | .... | .... | .... |
| Illinois Central | .... | .... | .... | .... | .... | .... |
| " bonds | .... | .... | .... | .... | .... | .... |
| Lake Shore & Mich. S'th. | 93¾ | 93 | 93 | 92½ | 92¾ | 92¾ |
| Lake Shore Div. bonds | .... | .... | .... | .... | .... | 97 |
| Marietta & Cin. 1st pref. | .... | .... | .... | .... | .... | .... |
| " 2d pref. | .... | .... | .... | .... | .... | .... |
| Michigan Central | 118 | .... | 118¾ | 118 | .... | 117¾ |
| " S.F. 8s, 1882 | .... | .... | .... | .... | .... | .... |
| M. S. and N. I. 1 M. S. F. | 104 | .... | .... | .... | .... | .... |
| " 2 M. | .... | .... | .... | .... | .... | .... |
| Mariposa Mining Co. | .... | .... | ⅝ | .... | .... | .... |
| " pref. | ¾ | ¾ | .... | .... | .... | .... |
| Milw. and St. Paul | 59½ | 59 | 58⅞ | 59¼ | 58½ | 59½ |
| " pref. | 79½ | 79¼ | 79½ | 79¼ | 79⅝ | 80 |
| " 1st mort. | .... | .... | 92½ | 92½ | .... | 92½ |
| " 2d mort. | .... | .... | .... | .... | .... | .... |
| " 8s | .... | .... | .... | .... | .... | .... |
| " 7 3-10s con. | .... | .... | .... | .... | .... | 93½ |
| Missouri 6s | 94½ | 94½ | .... | 94½ | 95 | 95½ |
| " H. & St. J. iss | .... | 93 | .... | .... | .... | .... |
| Morris and Essex | 93 | 93 | .... | 93 | .... | .... |
| " 1st mort. | .... | .... | .... | .... | .... | .... |
| " 2d mort. | 99 | .... | .... | .... | .... | .... |
| New York Central | .... | .... | .... | .... | .... | .... |
| " 7s, S.F. 1876 | .... | .... | .... | .... | .... | .... |
| " 6s. S.F. 1883 | .... | .... | 93¾ | .... | .... | 93½ |
| " 6s, S.F. 1887 | .... | .... | .... | .... | .... | .... |
| N. Y. Cen. & Hud. Riv. | 99⅝ | 99½ | 99½ | 99 | 99 | 99½ |
| " certificates. | 94½ | 94 | 94 | 94½ | .... | .... |
| N. York and Harlem | 108¼ | 108¾ | 109 | 108¾ | 109 | 110¾ |
| " pref. | .... | .... | .... | .... | .... | .... |
| " 1 M. 7s, 1873 | .... | .... | .... | .... | .... | .... |
| N. Carolina 6s, old | 35⅝ | 36 | .... | 38½ | 38¾ | 38¾ |
| " new | .... | 21 | 21¾ | 24½ | 24½ | 24 |
| Ohio and Miss. | 45⅝ | 45⅝ | 45½ | 44¾ | 45⅝ | 45⅝ |
| " pref. | 75 | .... | .... | .... | .... | .... |
| " 1st M. | .... | .... | .... | .... | .... | .... |
| Pacific Mail S. S. Co. | 63 | 61½ | 62½ | 61⅝ | 61½ | 62⅝ |
| Panama | 86½ | 89 | 91 | 95 | 98 | 97 |
| Phila. and Reading | 114¼ | 114 | 113½ | .... | 113½ | 113¾ |
| Pitts., Ft. W. & Chi. gtd. | 98½ | .... | 98 | .... | .... | .... |
| " 1 M. | .... | .... | 104½ | 104½ | .... | .... |
| " 2 M. | .... | 101½ | .... | .... | .... | .... |
| " 3 M. | .... | .... | .... | .... | .... | .... |
| Quicksilver Mining Co. | 37½ | 37 | 35½ | 35 | 34½ | 36 |
| St. L., Alton & T. H. | .... | .... | .... | .... | .... | .... |
| " pref. | .... | .... | .... | .... | .... | .... |
| " 1 M. | .... | .... | .... | .... | .... | .... |
| " 2 M. pref. | .... | .... | .... | .... | .... | 87½ |
| " Income bds. | .... | .... | .... | .... | .... | 81 |
| Tennessee 6s, old | 66½ | 66½ | .... | 66 | 66 | 66⅝ |
| " new | .... | 66½ | .... | .... | .... | 66½ |
| Tol., Wab. & Western | 76⅝ | 76½ | 76⅝ | 75⅝ | 76 | 76½ |
| " pref. | .... | .... | .... | .... | .... | .... |
| " 1 M. | .... | .... | 97½ | 97½ | .... | .... |
| " 2 M. | .... | 95 | .... | .... | .... | .... |
| " Equipment | .... | .... | .... | .... | .... | .... |
| " St. Lou. Div. | .... | .... | .... | .... | .... | .... |
| Union Pacific | 36½ | 38⅝ | 36½ | 36⅝ | 36⅝ | 36½ |
| " 1st mort. | 92½ | 92 | 92 | 92 | 92 | 91⅞ |
| " L. Gt. 7s | 82½ | 83½ | 83½ | 83⅝ | .... | 83½ |
| " Inc. 10s | 82⅝ | 83½ | 82½ | 82¾ | 83 | 83½ |
| Virginia 6s, old | .... | .... | .... | .... | .... | 54 |
| " new | .... | .... | .... | .... | .... | .... |
| " consol. | 55½ | 57½ | 58 | 57⅝ | 57 | .... |
| " def. cert. | 18 | .... | 18 | .... | 18 | |

### New York Stock Exchange.

*Actual Sale Prices for the week ending Mar. 13.*

| | Th.7. | F.8. | Sat.9. | M.11. | Tu.12. | W.13 |
|---|---|---|---|---|---|---|
| FEDERAL STOCKS:— | | | | | | |
| U. S. 5s, 1874, reg | .... | .... | .... | .... | .... | .... |
| U. S. 5s, 1874, coup | .... | .... | .... | .... | .... | .... |
| U. S. 5s, 10-40s, reg | 107½ | .... | .... | .... | .... | 107⅞ |
| U. S. 5s, 10-40s, coup | 107⅞ | 108 | .... | .... | 107⅞ | 107⅞ |
| U. S. 5s, 1881, reg | .... | .... | .... | .... | .... | .... |
| U. S. 5s, 1881, coup | 109 | 109½ | 109½ | 109 | .... | .... |
| U. S. 6s, 1881, reg | .... | .... | 114⅜ | 114½ | 114½ | 114⅜ |
| U. S. 6s, 1881, coup | 115⅜ | 115¾ | 115½ | .... | 115⅜ | 115⅜ |
| U. S. 6s, '81, O.W.L. | .... | .... | .... | .... | .... | .... |
| U. S. 6s, 5-20s. reg. '62 | .... | .... | .... | .... | .... | .... |
| U. S. 6s, 5-20s, c. 1862 | 111½ | 111½ | .... | 111½ | 111½ | 111½ |
| U. S. 6s, 5-20s, reg. '64 | 111⅜ | .... | 111⅜ | .... | .... | .... |
| U. S. 6s, 5-20s, c. 1864 | 111½ | .... | 111½ | .... | .... | 111½ |
| U. S. 6s, 5-20s, reg. '65 | .... | .... | .... | .... | .... | 111⅜ |
| U. S. 6s, 5-20s, c. 1865 | 112½ | .... | 112⅜ | 112¾ | .... | .... |
| U. S. 6s, 5-20s, r. n. '65 | .... | 110½ | 110⅜ | 110⅝ | 110⅝ | 110½ |
| U. S. 6s, 5-20s, c. n '65. | 110⅜ | 110½ | 110⅜ | 110⅜ | 110⅜ | 110⅜ |
| U. S. 6s, 5-20s, reg. '67 | .... | 111½ | 111½ | .... | .... | .... |
| U. S. 6s, 5-20s, c. 1867 | 112¾ | 112 | 112½ | .... | 112 | .... |
| U. S. 6s, 5-20s, reg. '68 | .... | .... | .... | .... | 112½ | .... |
| U. S. 6s, 5-20s, c. '68 | .... | 112⅜ | 112¾ | .... | .... | 112⅜ |
| U. S. 6s, Pac.RR.issue | 114⅜ | .... | .... | 114⅜ | .... | .... |

### Philadelphia Stock Exchange.

*Actual Sale Prices for the week ending Mar. 12.*

| | W.6. | Th.7. | F.8. | Sat.9. | M.11. | Tu.12 |
|---|---|---|---|---|---|---|
| Catawissa preferred | .... | 46¾ | .... | .... | 46¼ | .... |
| Camden and Amboy | 126 | 126 | 125½ | .... | 125¾ | 125½ |
| .. 6s, 1875 | .... | .... | .... | .... | .... | .... |
| .. 6s, 1883 | 91 | 91 | 90½ | .... | 91½ | .... |
| .. 6s, 1889 | .... | .... | .... | .... | .... | .... |
| .. mort. 6s, '89 | 96 | 96 | 96¾ | 96½ | .... | .... |
| Elmira & Williamsport | .... | .... | .... | .... | .... | .... |
| .. pref. | .... | .... | .... | .... | .... | .... |
| .. 7s | .... | .... | .... | .... | .... | .... |
| Lehigh Navigation | 38¾ | 39 | 38¾ | 39½ | 39⅜ | 39 |
| .. 6s, 1884 | .... | .... | .... | 90 | 90 | 90 |
| .. Gold L. | 92¾ | .... | .... | .... | .... | .... |
| .. R. R. L. | 93½ | .... | .... | .... | .... | .... |
| .. Conv. L. | .... | .... | .... | .... | .... | .... |
| Lehigh Valley R. R. | 65 | .... | 63½ | 63½ | .... | 63⅜ |
| .. 6s new coup | .... | .... | .... | .... | .... | .... |
| .. 6s new reg. | .... | .... | .... | .... | .... | .... |
| Little Schuylkill R.R. | .... | .... | .... | .... | .... | .... |
| .. 7s | .... | .... | .... | .... | .... | .... |
| Minehill | 52¾ | .... | 52¾ | .... | .... | .... |
| Morris Canal | .... | .... | .... | .... | .... | .... |
| .. pref. | .... | .... | 123 | .... | .... | .... |
| North Pennsylvania | 49½ | .... | 49½ | .... | .... | .... |
| .. 6s, 1880 | .... | .... | .... | .... | .... | 99⅞ |
| .. 7s | .... | .... | 96¼ | .... | .... | .... |
| .. 10s, 1887 | .... | .... | .... | .... | .... | .... |
| Northern Central | .... | .... | .... | .... | .... | .... |
| Oil Creek & Alleg. Riv. | 39 | .... | 38¾ | 37 | 36½ | .... |
| .. 7s | .... | 83 | 81¾ | .... | .... | .... |
| Pennsylvania R. R. | 60 | 60 | 59½ | 59¼ | 59¼ | 58¾ |
| .. 1st M. | .... | .... | .... | 100 | .... | .... |
| .. 2d M. | .... | .... | .... | .... | .... | .... |
| .. Gen. mort. | .... | 94 | .... | .... | .... | .... |
| .. .. reg. | .... | .... | 96 | .... | .... | .... |
| Penn. State. 6s.1st series | 101 | 100½ | 100½ | .... | 100¾ | 100½ |
| .. 6s, 2d series. | 105½ | .... | .... | .... | .... | .... |
| .. 6s, 3d series | 108 | .... | .... | 107¾ | .... | .... |
| Philadelphia City, 6s | .... | .... | .... | 97½ | .... | 97⅞ |
| .. new | 100⅜ | 100¾ | 100¾ | 100⅜ | 100¾ | 100 |
| Philad., Germ. & Nor. | .... | 86½ | .... | .... | .... | 86½ |
| Phila. & Reading | 57½ | 57½ | 56⅞ | 57 | 57 | 56⅝ |
| Philadelphia and Erie | .... | .... | .... | .... | .... | .... |
| .. 6s | .... | .... | .... | .... | .... | .... |
| .. 7s | .... | .... | .... | .... | 89½ | 89 |
| Phila., Wilm. & Balt. | .... | .... | .... | .... | .... | .... |
| Schuylkill Navigation | .... | .... | .... | .... | .... | .... |
| .. pref. | 16½ | .... | .... | .... | .... | 16⅜ |
| .. 6s, 1882 | 79 | 79 | 79 | 79½ | .... | .... |
| .. 6s, 1876 | .... | .... | .... | .... | .... | .... |
| .. 6s, 1872 | .... | .... | .... | .... | .... | .... |
| Hestonville, (Horse) | .... | .... | .... | .... | .... | .... |
| Chestnut & Wal. | 58½ | .... | .... | .... | .... | .... |
| Green & Coates | .... | .... | .... | .... | .... | .... |
| 2d and 3d streets | .... | .... | .... | .... | .... | .... |
| Spruce and Pine | .... | .... | .... | .... | .... | .... |
| 13th and 15th sts. | .... | .... | .... | 21¾ | .... | .... |

### Baltimore Stock Exchange.

*Actual Sale Prices for the week ending Mar. 12.*

| | W.6. | Th.7. | F.8. | Sat.9. | M.11. | Tu.12 |
|---|---|---|---|---|---|---|
| Baltimore City 6s, 1875 | 100½ | .... | 100½ | 100½ | 100½ | 100½ |
| .. 1886 | 99½ | .... | .... | .... | 99½ | .... |
| .. 1890 | 99½ | 99¾ | 99½ | .... | .... | 98 |
| .. 1884 | 99½ | 99½ | 99½ | .... | .... | .... |
| .. 1900 | 99⅜ | .... | .... | .... | .... | .... |
| Balt and Ohio | 150 | 150 | .... | .... | .... | .... |
| .. bonds, 1875. | 95½ | .... | 95½ | .... | .... | .... |
| .. .. 1880 | .... | .... | .... | .... | .... | .... |
| .. .. 1885. | 96 | .... | .... | .... | .... | .... |
| Marietta & Cin. 1st M. | 96½ | 96⅜ | .... | 96½ | 96½ | 96½ |
| .. 2d M. | .... | .... | .... | 89 | .... | 88¾ |
| .. 3d M. 8s | .... | .... | .... | .... | 75¾ | .... |
| Northern Central | .... | 39 | 39 | 39 | 39 | 38⅜ |
| .. bonds, 1885. | 92½ | .... | .... | .... | .... | .... |
| .. .. 1900 | .... | .... | .... | .... | .... | .... |
| Pittsb. & Connellsv. 7s. | 91½ | .... | 91½ | .... | .... | .... |
| N. W. Va. 1st mort. | .... | .... | .... | .... | .... | .... |
| .. 2d mort. | .... | .... | .... | .... | .... | .... |
| .. 3d mort. | .... | .... | .... | .... | .... | .... |
| Virginia 6s, Consol. | 55½ | 56¼ | 57½ | 57⅛ | 57⅜ | .... |
| .. Defer. Certif. | 17⅜ | .... | .... | 18 | .... | .... |
| City Passenger R R. | 24 | .... | 24 | .... | 24 | .... |

### Boston Stock Exchange.

*Actual Sale Prices for the week ending Mar. 13.*

| | Th.7. | F 8. | Sat.9. | M.11. | Tu.12. | W.13 |
|---|---|---|---|---|---|---|
| Boston and Albany | 149½ | .... | 149½ | 150 | 150 | 150 |
| Boston and Lowell | .... | .... | 141 | .... | .... | .... |
| Boston and Maine | .... | .... | 142½ | .... | .... | .... |
| Boston and Providence | .... | .... | 151½ | .... | .... | .... |
| Boston, Hartford & Erie | .... | .... | 3 | .... | .... | 2½ |
| .. 7s, new | 38⅜ | 38¾ | 39 | 39 | 38⅞ | 39 |
| Cheshire, pref. | .... | .... | .... | .... | .... | 84 |
| Chi., Burl. & Quincy | .... | 137 | .... | .... | 136¾ | |
| Concord | .... | .... | .... | .... | .... | .... |
| Connecticut River | .... | .... | .... | .... | .... | .... |
| Eastern | 109¾ | .... | 109¾ | 109¾ | .... | .... |
| Fitchburg | .... | .... | .... | 136½ | .... | .... |
| Manchester & Lawr'ce | .... | .... | .... | .... | .... | .... |
| Michigan Central | 118 | 118⅜ | 118½ | 118½ | 118 | 118 |
| Northern, N. H. | .... | .... | 115 | .... | .... | .... |
| Ogdens. & Lake Champ. | .... | .... | .... | .... | .... | 87 |
| .. pref. | 107½ | 106½ | 106½ | .... | 106½ | 106½ |
| Old Colony & Newport. | 108¾ | 109 | 109 | .... | .... | 108⅝ |
| Ph., Wil. & Baltimore | 56¾ | 56¾ | .... | .... | 56¾ | .... |
| Portl'd, Saco & Ports. | .... | .... | .... | .... | .... | .... |
| Union Pacific | 36⅜ | .... | .... | .... | .... | .... |
| " 6s | 91 | .... | 91 | 90¾ | .... | .... |
| " Land Grant 7s | 79½ | .... | 80¾ | 80⅝ | .... | .... |
| " Income 10s. | 82 | 82½ | 82⅜ | 82⅜ | .... | .... |
| Vermont & Canada | 98½ | 98½ | 99½ | .... | 98½ | 98½ |
| Vermont & Mass. | 80 | .... | .... | 81 | .... | 81 |
| South Boston (Horse) | .... | .... | .... | .... | .... | .... |
| Cambridge | .... | 105⅞ | .... | .... | .... | 105⅞ |
| Metropolitan | .... | 68 | .... | .... | .... | 68 |
| Middlesex | .... | .... | .... | .... | .... | .... |
| Central Mining Co. | .... | .... | .... | .... | .... | .... |
| Copper Falls | 12 | .... | .... | 12½ | 12½ | .... |
| Franklin | 9½ | 9½ | .... | .... | .... | .... |
| National | .... | .... | .... | 4⅜ | 4½ | .... |
| Pewabic | .... | .... | .... | .... | 9½ | .... |
| Quincy | 46 | 45 | 45 | 44 | 45 | 45 |

### London Stock Exchange.

| | —Closing Prices.— Feb. 16. | Feb. 23. |
|---|---|---|
| Atl. & Gt. West. N. Y. sec. 7 per ct | | |
| 1st mort., 1880 | 91 — 93 | 91 — 93 |
| Do. do., 2d mort., 1881 | 85 — 90 | 85 — 90 |
| Do. Penn., 1st mort., 1877 | 91 — 93 | 91 — 93 |
| Do. do., 2d mort., 1882 | 85 — 90 | 85 — 90 |
| Do. Consol. 7 per cent. mort. 1890 | 35 — 37 | 34 — 35 |
| Detroit and Milwaukee 1st mort. 7s | 75 — 79 | 75 — 79 |
| Do. 2d mort. 8 p. c. | 75 — 85 | 75 — 85 |
| Erie shares 100 dol. all paid | 27½ — 28 | 27 — 27½ |
| Do. sterlg. 6 p. c. convertible bonds | 77 — 82 | 77 — 82 |
| Illinois Central, 6 per cent., 1875 | — — — | — — — |
| Do. Redemption mort. bonds 6 p. c. | 101 —103 | 100 —103 |
| Do. 100 dol. shares, all paid | 108 —110 | 108 —109 |
| Marietta and Cincinnati 7s | 78 — 83 | 78 — 83 |
| Michigan Central 8s, conv. 1869 | 90 —100 | 90 —100 |
| Panama 2d mort. 7s, 1872 | 99 —101 | — — — |
| Panama General mort. 7s, 1897 | 85 — 87 | 85 — 87 |
| Penn. R. R. bonds, 2d mort. 6 per ct. | 100 —102 | 100 —102 |
| Do. General mort. 6 p. c. 1910 | 95 — 97 | 95 — 96 |
| Do. $50 shares | 49 — 51 | 51 — 55 |
| Philadelphia and Erie 1st mort. 1881. | 95 — 97 | 95 — 97 |
| Do. with option to be paid in Phila. | 95 — 97 | 95 — 97 |


## American Railroad Journal.

**Saturday March, 16, 1872.**


### Stock Exchange and Money Market.

Money has been offered with much less freedom since our last, and rates have been generally against borrowers. The banks have not been in a position to make liberal advances beyond meeting the more urgent requirements of their regular customers; and private lenders have been more reserved in extending aid, particularly to speculative borrowers. The pressure for help was most severely felt on Monday and Tuesday of the current week, when call loans ranged from 7 per cent. in currency to the more prominent of the Government houses, up to 7 per cent. in gold, and, in many instances, a commission of $\frac{1}{32}$@$\frac{1}{16}$ of one per cent. per day, to the Stock Exchange firms. Toward the close, there was a partial relaxation in the market from the extreme stringency of Tuesday, but the demand continued quite brisk at the ruling figures. The discount movement was on a moderate scale, and the nominal range at the close was from 7@10 per cent. per annum, on strictly choice to fair marketable grades of business paper, the offerings of which were not remarkably heavy. The import trade of the week was on a less extensive scale, full 50 per cent. higher than that of the preceding week; while the export movement in produce was comparatively moderate. The city banks reduced their loan and discount average nearly a million during the week while contracting their outstanding circulation a trifle. The U. S. Sub-Treasury added to its currency balance 4⅜ millions. It made a reduction of nearly half a million in its coin reserve. Its currency balance at the close of business on Tuesday was $7,992,632 and its coin reserve, $73,304,220.

The city banks, in their latest return, show an increase of $790,500 of legal tender notes, and of $852,600 of specie, with a decrease of $79,800 of deposits; also a decrease of $937,700 in their loan and discount averages, and of $43,400 in their item of circulation. The city bank exchanges, last week, averaged $109,476,016 and thus far, this week, about 127 millions daily. The banks now hold $4,058,350 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,186,200, against $23,769,176 same time last year. The city bank deposits are now $210,393,000, against $229,924,584 week ending March 11, 1871. The legal tender reserve amounts to $44,560,900, against $57,015,884 same time last year. The circulation now stands at $28,122,000 against $31,665,071 same time last year. The loans are now $281,342,400 against $289,353,394 at this date last year.

The coin reserve of the city banks is now to about 19⅛ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 44½ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury enlarged its currency balance $4,396,139 and reduced its coin reserve $444,569 as the result of the week's business. The receipts of the office were $3,180,023 in coin, and $6,655,839 in currency; payments, $3,624,592 in coin, and $2,259,699 in currency. The office received $2,720,000 in coin or its equivalent, from customs; and disbursed $666,031 of coin interest.

The cash balance at the Treasury Department at the opening of business on Monday were: Coin, $112,413,411; currency, $11,183,251. Coin certificates were outstanding for $31,454,000.

Government revenues have been up to a fair average during the week. The excises yielded about 2¾ millions, and thus far since July 1, 1871, about $90,216,668. The customs at the port of New York, last week were $2,636,799; at the outports, equal to about $900,000 more, all in coin, or coin certificates.

The Gold movement of the week has been of minor interest. The speculative dealings have shown less confident temper. The customs call has been lighter, and the export drain limited. The Treasury coin disbursements in redemption of the called bonds of the issue of 1862, and in payment of the March interest on the public debt have added handsomely to the available supply. The range of the price during the week has been from 110@110⅜ and the closing quotation on Wednesday was 110@110⅛ against 110⅛@110¼ the preceding Wednesday. The specie outflow, last week, was $396,752 The Gold Ex-

change Bank clearances have averages about 30¼ millions per day during the week.

The customs demand for Gold last week, averaged $453,334 a day; thus far, this week, it has averaged $648,000 a day or equal to a weekly aggregate of $3,888,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $3,511, and since Jan. 1, 1872, $278,115 against $2,710,973 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $110,010,286 against $101,597,970 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 9, 1872, $61,455,934, against $65,647,905 same time in 1870-'71.

The export drain of specie was $396,752 last week, against $954,584, same week preceding year. The shipments since July 1, 1871, have been $25,563,414 against $51,482,185 same time in 1870-'71.

Foreign Exchange has been offered less freely and has shown more firmness, though the demand has been on a moderate scale. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109⅝; sight bills on London, 110⅛@110⅜.

The produce exports from this port, week ending with March, 12th were to the currency value of $3,845,903.

Government securities have been quoted stronger as to price, on a moderate offering of most issues, and a fair investment demand.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅜@115⅝; U. S. Five-Twenties of 1862, (other than the bonds called in) 111½@111⅝; U. S. Five-Twenties of 1864 at 111½@111⅝; U. S. Five-Twenties of 1865, 112⅛@112⅜; U. S. Five-Twenties of 1865 consolidated, 110¾@110⅞; U. S. Five-Twenties of 1867, 111⅞@112; U. S. Five-Twenties of 1868, 112¼ 112½; U. S. Ten-forties at (ex March coupon) 107¾@108; U. S. Fives of 1881 (Funding Loan) 109@109⅛. Six per cent. currency bonds, 114½@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | Feb. 28. | March 6. | March 13. |
|---|---|---|---|
| Consols..... | 92½ | 93 | 92⅝@92¾ |
| U.S. 5-20's of 1862.. | 91¾ | 92¼ | 92⅛ |
| U. S. 5-20s, 1855.... | 92 | 93⅝ | 93¼ |
| " 1867 .... | 92 | 92¾ | 92⅝ |
| " 10-40s ..... | *88¼ | *88¾ | 89 |

* Ex March coupon.

State bonds have been in very moderate demand, as a rule, and unsettled in price. South-Carolina, Virginia, and other Southern State bonds were quoted firmer.

A more active call has been noted for Railway bonds, for investment purposes, and all the more popular issues have been quoted firm in price on reduced offerings. Central Pacific Sixes have been in quick request at 102⅛@102¼. Chesapeake and Ohio Sixes have been in good demand at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been fairly active, and despite the unusual stringency in Money, values have been generally buoyant, in the instances of the more prominent of the speculative favorites. A noteworthy feature of the week, as affecting railway property, has been the extraordinarly sudden and sweeping change in the executive direction and management of the Erie Railway Company.

General business has been on a moderate scale, with the leading kinds of domestic produce, quoted weaker as to price, Flour, Wheat, Corn, Pork, Lard, and Naval Stores closing heavily Middling upland cotton closed on Wednesday at 22⅜@22½cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,313,175 bales, against 3,101,170 bales same time in the preceding year; exports 1,366,303 bales against 1,956,037 bales in the previous year; stock at the ports at latest dates, 505,192 bales against 702,344 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at 9@13½ cts.; Veals at 5@ 11½ cts.; Sheep at 7¼@10⅜ cts. Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipts were 7,386 Beeves, 1,028 Veal Calves, 18,785 Sheep and Lambs; and 26,265 Swine.

Foreign goods, have been moving with less freedom on the basis of former figures. The week's imports of foreign goods reached the amount of $7,170,217 including $3,387,577 of dry goods.

Ocean freights have been rather more active, and generally quoted stronger as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—North Carolina 6s, Special tax, 17; do. Fund Act 1866, 27⅜; South Carolina 6s, new, Jan. and July, 35½; do. Apl. and Oct., 33; N. Y. State 7s, B. L., 107¼; do. 5s, 1876, 101; Arkansas 7s, M., O. and R. R., R. R., 47; Georgia 7s. 88; Brooklyn 7s, P. L., 104; do. 6s. P. L., 95½; do. 6s W. L. 95; Central of New Jersey 1st mort. new, 104; Winona and St. Peter 1st mort., 89; St. Louis and Iron Mt. R. R., 75⅛; do. 1st mort., 94¼; Ohio and Miss. 2d mort., 87; do. consol., 94½; New Jersey Southern 1st mort., 80; Detroit, Monroe and Toledo, 1st mort., 97¼; Cedar Falls and Minnesota 1st mort., 83¾; Clev. Col., Cin. and Ind. 1st mort., 101; Milwaukee and St. Paul 1st mort. Iowa Div., 89; Great Western 1st mort., 1888, 94½; Pacific R. R. 7s, guar. by Mo., 99¾; Buffalo, N. Y. and Erie 1st mort., 94½; St. Louis, Jacksonville and Chicago 1st mort., 97; Toledo, Peoria and Warsaw 1st mort. W. D., 91; do. 2d mort., 85; Boston, Hartford and Erie R. R., 4½; do. 1st mort. 39; do. guar. bonds, 40½; Albany and Susq. R. R. 96; do. 2d mort., 100; Lake Shore and Michigan Southern R. R. Scrip. 89; New York and New Haven R. R., 143; Rome, Watertown and Ogdensburg R. R., 99; Rensselaer and Saratoga R. R., 103½; Western Union Tel., 71⅜; do. 7s, 96; Quicksilver pref., 39¼; U. S. Exp., 75⅛; Adams Exp., 95¼; Wells Fargo Exp. 75½; Am. Mer. Union Exp., 75; Am. Coal, 37½; Maryland Coal, 20; Consol. Coal of Md., 37.

*Philadelphia.*—Connecting R. R. 1st mort., 89¾; Penn. and N. Y. Canal 7s, 97; Allegheny Valley 7s, new, 100½; Danville and Wilkesbarre 7s, 88; Westchester and Philadelphia R. R. 7s, 100½; Oil Creek and Allegheny River 1st mort., 86; Chesapeake and Delaware Canal 6s, 94; East Pennsylvania R. R. 7s, 95; Wilmington and Read. 7s, 100; Pennsylvania Canal 6s, 76; Philadelphia and Reading deben., 85; Huntingdon and Broad Top Mountain pref., 14; Pennsylvania R. R. allotments, 56⅝; Nesquehoning R. R., 55½; Allegheny County 5s, 78¼; Pennsylvania State 6s, W. L. reg., 100½; Keystone Zinc, ¼; Buck Mt. Coal, 32½. The latest quotations are: City 6s, 97@97½; do. free of tax, 100⅞@101; Pennsylvania State 6s, W. L. 100⅛@101; do. 1st series, 100½@101; do. 2d series, 105@105; do. 3d series, 108@108; Reading, 56⅝@56⅝; do. mort. 7s, 1893, 100½@100½; do. mort. 6s, 1880, 93@93; Camden and Amboy, 125½@125¾; do. mort. 6s, 1889, 96@96¼; do. 1883, 91@91¼; do. 1889, 91@92; Pennsylvania R. R., 58½@58½; do., allotments, 56@56½; do. 1st mort., 99¾@100½; do. 2d mort., 100@101; do. General mort. coupon, 93@94; do. reg., 96@97; Little Schuylkill R. R., 46@46½; Morris Canal, 45@50; do. pref., 123@124; do. 6s, 93@94; Susquehanna Canal, 8@10; do. 6s, 73@75; Schuylkill Nav., 8¼@8½; do. pref., 16@17; do. 6s 1882, 78@79; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94@95; do. 5s, 60½@—; Lehigh Coal and Navigation, 38¼@38½; do. 6s, 1884, 89@90; do. R. R. Loan, 93@94; do. Gold Loan, 92@92⅛; North Pennsylvania 49@49½; do. 6s, 99¾@100; do., 7s, 96½@96¾; do. Chattle 10s, 110@112; Philadelphia and Erie, 26@26⅛; do. 6s, 89½@90½; Minehill, 53@53; Catawissa, 15½@17; do. pref., 45½@46; Lehigh Valley, 63@64; do. 6s, new coupon, 96@96¼; do. reg., 96@96; do. 7s, 100½@100¾; Fifth and Sixth streets, (horse,) 44½@45; Second and Third, 65@68; Thirteenth and Fifteenth, 21@21¾; Spruce and Pine, 33@34; Green and Coates, 47@—; Chestnut and Walnut, 56@58½; Hestonville, 20⅝@21½; Union, 70@—; Germantown, 38@39¾.

*Boston.*—Vermont Central 1st mort., 7s, 82¾; do. 8s,, 1991, guar., 100; do. 2d mort., 1891, 39; Agricultural Branch 1st mort. 6s, 1884, 80; Eastern R. R. 6s, 1874, 98¼; Cheshire 6s, 1877, 94½; Central Pacific 7s, 1883, gold, 100; Cincinnati, Sandusky and Cleveland R. R., 23½; do. 6s, 79; do. 7s, 83; Old Colony and Newport 6s, 1876, 97¾; do. 7s, 1877, 103; Kansas City and Cameron 10s, 1892, 104; Vermont Central and Vermont and Canada 8s, 1875, 100½; Norwich and Worcester R. R., 124¾; Rutland R. R., 18; do. pref., 66¾; do. scrip., 77½; do. 7s, 80; do. Boston, Clinton and Fitchburg R. R. pref., 61; Summit Branch, 46; Eastern (N. H.) R. R., 105; Cary Imp., 15¼; Waverly Land, 7⅞; Boston Water Power, 56¾; Massachusetts 6s, 1875, gold, 108; do. 5s, 1894, gold, 99¼; Vermont 6s, 1876, 100⅞; Maine 6s, 101¼; New Hampshire 6s, 101; Boston 6s, 1874, currency, 100⅜; do. 1880, 101⅜@101½; do. 5s, 1882, gold, 99; Salem 6s, 1877, 99; do. 5s, 1882, 88⅛; Concord 6s, 5-20s, gold, 100; Chicago 7s, 1888, 98½; Cincinnati 7s, 1886, 103¾; do. 1890, 104½; St. Louis 6s, 1886, 90½; Hartford 6s, 1876, 98¼; Roxbury 5s, 1877, 94¾; Dorchester 5½s, 1872, 99¼; Taunton 6s, 1880, 98⅜; Lawrence 6s, 1874, 98; Charlestown 6s, 100; Allouez Mining Co., 9⅝; Astor, 55c.; Algomah, 75c.; Calumet and Hecla, 130; Canada, 30c.; Dana, 1⅛; Humboldt, 1¾; Hanover, 3; Mesnard, 75c.; Petherick, 3½; Rockland, 2; Ridge, 7; Shuniah, Silver, 10⅛.

*Baltimore.*—Richmond and Danville 1st mort., 80¾; Central Ohio R. R., 30; do. 1st mort., 84½; Northern Central 6s, gold, 1900, 93½; Western Maryland 3d mort, guar., 96; do. guar. by

Washington Co., 84½; Orange and Alexandria 4th mort., 8s, 80; Memphis City 6s, 58½; Maryland Defense 6s, 105. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91½@92; Baltimore and Ohio, 149@150; do., pref., 100@100; do., 6s, 1875, 95¾@—; do., 1880, 94 95@—; do., 1885, 96@—; Parkersburg Branch, 6@20; Northern Central, 38¾@39; do. 6s, 1885, 92@94; do., 1900, 89¾@90; do., 6s, 1900, gold, 93¼@93¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 98@99; do., 3d mort., 1885, 87@90; Marietta and Cincinnati 7s, 1892, 96@96⅞; do., 2d mort., 88¾@89½; do., 3d mort., 75¾@76; Central Ohio, 29¾@30¼; do., 1st mort., 84@84½; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 95@96; do., 2d mort. guar., 95@—; do., 3d mort., guar., 95@96; do. 2d mort. pref., 74@—; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville bonds, 80½@82; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 83@86½; do., 3d mort. 8s, 93@93½; do., 4th mort. 8s, 84@84¼; Orange, Alex. and Manassas 7s, 84@85; Virginia and Tennessee 8s, 90@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100@100½; do., 1884, 97½@98½; do. 1886, 99¼@—; do., 1890, 97¾@98; do., 1893, exempt, 98½@—; do., 1900, exempt,—@98½ Memphis City 6s, 58¼@58½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 105@105; City Passenger R. R., 24@24¼; George's Creek Coal, 79@80.

BANKING HOUSE OF FISK & HATCH,
5 NASSAU STREET, NEW YORK, March 1, 1872.

We are selling the CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS at the rate of 94 and accrued interest. They are in denominations of $1,000, $500, and $100, registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin.

Descriptive pamphlets, with full information, furnished on application.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS at their current prices.

We receive deposits and allow interest at the rate of four per cent. on balances; make collections in all parts of the country; issue certificates of deposit, and do a general banking business.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

**North Shore (Canada) Railway.**

At a recent meeting of the directors of this company held in Quebec, the following resolution was adopted

*Resolved*, That this Company having taken into consideration the letter of Messrs. P. H. Smith, and Samuel S. Keith, written under their own signatures, as well as those of their associates, and addressed to the Hon. J. Cauchon, President, at New York, under date 13th Feb. 1872, accepts their proposition to construct the North Shore and the Piles Railway, according to the conditions mentioned therein, and authorizes the President to sign a contract based on the said proposition.

The tender is for $7,000,000—of which one million is of bonds of the Quebec Corporation and six millions of land and road bonds. The contract to cover both the North Shore and Piles road. The road to be a first class one, both in regard to construction and rolling stock, &c., &c., and to begin early this spring. The gauge to be 4 feet 8 inches.

**Illinois Central Railroad.**

The statement of this Company for the month of February, 1872, is as follows:

LAND DEPARTMENT.

| | | |
|---|---|---|
| Acres Construction Lands Sold | 1,936.09 for | $15,907 76 |
| Acres Inter't Fund Lands Sold | 40.00 for | 480 00 |
| Acres Free Lands Sold | 280.00 for | 2,644 00 |
| Total sales during the m'th of February, 1872 | 3,256.09 for | $19,031 76 |
| To which add Town Lot Sales | ..... for | ..... |
| Total of all | 2,256.09 for | $19,031 76 |
| Cash collected in February, 1872 | | $73,087 62 |

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

| | In Illinois. 707 Miles. | In Iowa. 402 Miles. | Total. 1,109 Miles. |
|---|---|---|---|
| Freight | $302,048 00 | $40,806 00 | $342,854 00 |
| Passengers | 88,189 20 | 25,625 30 | 113,814 50 |
| Mails | 6,375 00 | 3,059 33 | 9,434 33 |
| Other sources | 59,625 00 | 1,340 67 | 60,965 67 |
| Tot'l Feb. '72 | $456,237 20 | $70,831 30 | $527,068 50 |
| Total actual earn'gs, Feb., 1871 | $460,938 83 | $68,678 13 | $529,616 86 |

**Atlantic and Great Western Railway.**

Messrs. Bischoffsheim and Goldschmidt notify that the first general mortgage bonds of this company are ready for delivery in exchange for their representative certificates lodged with them for conversion. They are also prepared to receive their certificates representing the second mortgage bonds and the coupons due prior to 17th January 1867, for conversion into second general mortgage bonds, in accordance with the official scheme of reorganization. Messrs. Bischoffsheim and Goldschmidt will also receive their certificates representing the debentures of 1864, and against these will issue first general mortgage bonds for 25 per cent, and second general mortgage bonds for 25 per cent., making 50 per cent. of the par value of said certificates, and, after enfacing this amount, will return the certificates to await the issue of the third general mortgage bonds and the common stock into which the remaining 50 per cent. is convertible. Holders of reorganization stock have the option of conversion into first general mortgage bonds until 11th June next, being six months from the date of the registration of the reorganised company, each 100*l.* of the reorganization stock being taken at $500, and convertible into $625 of first mortgage bonds with coupons due on 1st July, entitled to four months' interest and stamped accordingly.—*London Railway Times, Feb.* 24.

☞ The Mobile *Register* states that track has been laid on the upper end of the Alabama and Cincinnati Railroad from Gadsden southeastward five miles, and that the road bed is ready for the iron for five or six miles further. Six miles from Gadsden, to a connection with the Alabama and Chattanooga at Atalla, has been in operation for sometime, as well as 22 miles on the lower end, from Opelika northward.

☞ THE 8 PER CENT. FIRST MORTGAGE SINKING FUND
LAND GRANT BONDS OF THE
ST. JOSEPH AND DENVER CITY RAILROAD COMPANY,

in denominations of $1,000, $500 and $100, Coupon or Registered, can now be obtained to a limited amount only from the undersigned, or through the principal Banks and Bankers throughout the United States.

The safety and reliability of these Bonds is evidenced in the continued and increasing demand for them by prudent and careful investors, who have invested in them after a most thorough and rigid examination of the security pledged for their payment, both interest and principal.

THEY ARE SECURED by a *first* and *only mortgage* on the Company's *railroad* (*which will soon connect the Union Pacific Road at Fort Kearney with the City of St. Joseph, Mo., already an important railroad centre*)—upon the *Franchises* of the same—upon the *Equipment* and *personal property* of every description—upon the *Land Grant* of the Company granted by Special Act of Congress, approved July 23d, 1866, *amounting to* 1,700,000 *acres, which has been officially Certified to the Company by the Commissioner of the General Land Office in his official report to Congress, transmitted through the Secretary of the Interior on January* 10*th*, 1872.

The Bonds are issued only as they represent a completed and equipped Road; all proceeds of Bonds beyond this are held by the Trustees in trust until the necessary completion entitle the Company to these proceeds.

The Road is built first-class in every particular, and has been so received and accepted by the Department of the Interior.

The Mortgage Deed of Trust prohibits the sale of any of the Company's Lands at less than four ($4) dollars per acre, payable to the Trustees and applied to the payment of the Bonds, through the operation of the Sinking Fund. The payment of the Bonds before maturity is not compulsory upon the holders.

The Bonds are therefore secured by two classes of property *combined in one mortgage*, the value of either largely exceeding the amount of bonds which can be issued under the mortgage.

Trustees—Farmers' Loan and Trust Company of New York.

The Bonds have thirty years to run, with both principal and interest payable in Gold. The principal payable in New York, the interest at eight (8 p.c.) per cent., payable in February and August either in New York, London or Frankfort on-the-Main, free of tax.

Price 97½ and accrued interest in Currency. The Bonds are receivable at par and accrued interest in payment for the Company's Land Sales. Maps, circulars, documents and full information furnished on application.

The Bonds of this Company have always been received with favor by investors and capitalists, have always commanded a ready market, and we unhesitatingly recommend them—believing this loan will rank equally with that of the Eastern Division issues, which are now selling at a premium above par.

TANNER & CO.,
Bankers, No. 11 Wall-Street.

**Vermont and Massachusetts Railroad.**

The earnings of this road for the ten months ending September 30, 1870, and the twelve months ending September 30, 1871, were as follows:

| | 1870. | 1871. |
|---|---|---|
| From passengers | $160,040 83 | $195,917 35 |
| From freight | 228,820 74 | 254,614 65 |
| From rent of Rutland Railroad Company | ..... | 35,000 00 |
| From rent of Cheshire Railroad Company, for joint use of road from Fitchburg to Ashburnham, and of engine house, water, station building, and services performed at Fitchburg and other stations | 42,500 00 | 51,000 00 |
| From U. S. Mails | 6,791 00 | 9,112 60 |
| From expresses | 8,300 00 | 7,487 50 |
| From rents | 5,853 55 | 4,845 46 |
| From tolls | 4,030 20 | 3,966 35 |
| From miscellaneous | 315 00 | 294 27 |
| | $456,651 32 | $562,238 08 |
| Expenses viz: | | |
| Repairs of road | $77.303 17 | $69,798 47 |
| " buildings | 3,647 58 | 13,223 59 |
| " locomotives | 25,143 42 | 16,564 86 |
| " cars | 24,882 19 | 15,423 01 |
| " bridges | 33,748 89 | 10,592 71 |
| " fences | 2,468 33 | 2,005 49 |
| " tools, etc | 4,009 53 | 2,584 10 |
| New locomotives | 38,050 00 | ..... |
| New cars | 14,575 00 | ..... |
| Passenger department | 42,021 73 | 31,580 76 |
| Freight department | 41,438 65 | 42,310 06 |
| Switch, watchmen, etc. | 9,062 05 | 8,522 25 |
| Fuel | 40,490 77 | 39,280 62 |
| Oil and Waste | 6,191 52 | 4,055 04 |
| Renewals of iron | 40,905 96 | 31,114 00 |
| Rent to Connecticut River R. R. Co. | 1,250 00 | 3,938 50 |
| Loss and damage | 15,877 45 | 47,040 38 |
| Taxes and insurance | 5,089 39 | 7,690 73 |
| Salaries | 7,525 00 | 9,066 68 |
| United States tax | 4,221 17 | ..... |
| State tax | ..... | 18,368 22 |
| Rent of Troy and Greenfield Railroad | 7,500 00 | 11,250 00 |
| All other expenses | 14,135 32 | 14,962 92 |
| | $459,537 12 | $399,272 39 |
| Excess of expenses | $2,885 80 | ..... |
| Net earnings | | $162,865 69 |
| Balance of interest account | | 56,978 94 |
| Net income | | $105,886 75 |

Of this sum there has been divided to the stock holders a dividend of two per cent. amounting, with the tax, to $58,666 67, and the balance of earnings has been appropriated to the reduction of the floating debt. The report says:

Our earnings fall far short of a fair remuneration for the use of the capital invested, and this will continue till the Hoosac Tunnel shall be completed, and a through line is established. Although business at present is not sufficient to make an adequate return for the expenses incurred, we do not feel at liberty to diminish these expenses by taking away any of the accommodations which our various and long-established trains have afforded to passengers and freighters, or by avoiding any outlay that safety and public convenience may require. Since the close of the financial year we have even made a large reduction in our through and local passenger tariff. Our rates have been unaltered for many years, and this reduction seemed to be in accordance with the spirit of the times. The amount of reduction in a passenger business equal to that of last year would be about $25,000. We do not expect that proportion of actual loss in the future, as business will be likely to be increased by the reduction.

Our road-bed, iron, bridges, and equipment are in good order, and ample for all present requirements. We have had our bridges carefully examined, the past year, by Hon. Daniel L. Harris, and others, and they report them to be in good condition. Mr. Harris, whose experience and knowledge of such structures is well known, says, "The truss bridge superstructures are in remarkably good order. Although most of them are twenty-two years old, yet little repairs have been so promptly done, and the timber has been so thoroughly protected from the weather that no decay of any consequence has taken place; and I see no reason to doubt that with like care in the future, and occasional slight renewals at the most exposed points (such as the contact of wall plates and stone work), the same structures will be in serviceable condition at the end of fifty years."

We have a telegraph line on our road, and offices for dispatches at every regular station except Turner's Falls.

The business of the Turner's Falls Branch is increasing, and at an early day an extension of the branch to Grout's Corner will be required, either abandoning the old track between the Branch and Grout's, or using both roads in place of a double track. This plan has been considered by the Directors, and sooner or later will be absolutely necessary. The cost will not be very large, and in making it, two expensive bridges, east of Grout's, can be dispensed with. But we have thought it best to postpone this expenditure, awaiting an increase of business and the maturing of the general plans for through business.

During the year, the Athol and Enfield Railroad, the Ware River Railroad, the Boston, Barre and Gardner Railroad and the Ashburnham Branch have been under construction, and most of them have already formed connections with our road. Some of our business may be diverted thereby, but we cannot fail to receive from these sources new business in place thereof.

The Directors have had under consideration and discussion at various times, the subject of our through line, and the rapid approach of the Tunnel to completion makes this of great and immediate importance to us. If all interests are joined, and one line is authorized and established from Boston to Troy, and the existing corporations are consolidated, our Company will probably be relieved from any separate action in preparation for the great increase of business which is anticipated. Not knowing, however, what the Legislature will determine upon, we have decided to petition for the extension of the time for making improvements along our line, authorized by former acts, and for authority to create new stock, or issue bonds to the extent of $1,500,000, that our Company may have authority and be prepared with the means of meeting all the demands of any reasonable increase of business from any source.

It has been a long and expensive struggle to build parts at least of this through line, including the Troy and Greenfield Railroad and Hoosac Tunnel. But the corporations in the line have steadfastly persisted in their efforts, and they now have a certain prospect of early success in opening a new and valuable route through the northern part of the State. Whatever schemes may be got up to take from Massachusetts or her citizens the control, management and benefit of this line, will, without doubt, meet with little encouragement from our Commonwealth, which, at all times and against all opposition, has always been a fearless friend of the enterprise, and has from time to time taken such wise steps in relation to it, that all obstacles, however formidable, have quietly dissappeared.

The earnings of the Vermont and Massachusetts Railroad were $493,137 66; of the Troy and Greenfield Railroad, $51,576 33; and of the Turner's Falls Branch, $17,524 09—total, as above, $562,238 08.

The indebtedness of the company, as will appear by reference to the annexed statement, on the 30th of September, 1871, was $963,766 80; and the assets, (not including fuel, oil, waste, and stock materals on hand) $192,779 32—showing a balance of indebtedness of $770,987 48. The balance of indebtedness on the 30th of September, 1870, was $761,648 71—an increase during the year of $9,338 76.

TREASURER'S TRIAL BALANCE, SEPT. 30,

| | 1870. | 1871. |
|---|---|---|
| Construction | $2,991,723 23 | $2,993 473 23 |
| Greenfield Branch | 248,570 08 | 248,570 08 |
| Equipment | 225,650 20 | 272,533 64 |
| Materials on hand | 67,476 66 | 68,338 15 |
| Balance due from agents, etc | 8,867 03 | 18,761 79 |
| Loans on interest | 36,500 00 | 46,341 10 |
| Cash and cash funds | 17,986 77 | 7,668 83 |
| Sinking Fund | 35,000 00 | 42,000 00 |
| Sundry accounts | ..... | 6,678 44 |
| State of Mass. on account of repairs T. & G. R. R. | 100,000 00 | ..... |
| Buildings & furniture at Hoosac Tunnel | 17,566 35 | 17,566 35 |
| Real estate in Fitchburg | 48,612 81 | 48,612 81 |
| Turner's Falls branch | 137,136 72 | 144,200 63 |
| Real estate in Brattleboro' | 3,500 00 | 3,500 00 |
| Real estate in Westminster | ..... | 350 00 |
| Real estate in Athol | ..... | 1,300 00 |
| | $3,938,589 85 | $3,919,895 05 |
| Capital stock | $2,860,000 00 | $2,860,000 00 |
| Mortgage bonds | 550,000 00 | 550,000 00 |
| Convertible bonds | 200,000 00 | 200,000 00 |
| Bond certificates | 140 00 | 140 00 |
| Notes payable | 197,431 66 | 189,732 30 |
| Fitchburg R. R. Co. on acc't T.& G. R. R. | 40,000 00 | ..... |
| Unpaid bills (paid in October) | 40,055 02 | 19,122 00 |
| Balance of road income to Sept. 30 | 48,908 17 | 96,128 25 |
| Dividends unpaid | 2,055 00 | 4,772 50 |
| | $3,938,589 85 | $3,919,895 05 |

*President.*—DANIEL S. RICHARDSON.

*Directors.*—Daniel S. Richardson, William H. Hill, James A. Dupee, Francis Goodhue, George F. Gay.

*Treasurer.*—FRANKLIN N. POOR.

*Superintendent.*—OTIS T. RUGGLES.

☞ Grading operations within the city of Lynchburg, Va., for the Lynchburg and Danville Railroad are in progress. The contractors are pushing all the work as rapidly as possible.

☞ The Governor of Virginia has approved the bill to amend the charter of the Atlantic, Mississippi and Ohio Railroad Company, providing for the condemnation and purchase by that company of the outstanding stock in the Norfolk and

Petersburg, Southside and Virginia and Tennessee Railroad Companies. This completes the act of consolidation.

### Coal Trade of the United States.

As has been our custom for the last forty years, we again present our readers with the official returns of the quantity of Anthracite coal mined and sent to market from the commencement of the Trade in 1820, together with an estimate of the home consumption in the different regions, and also the official returns of that portion of the Bituminous Coal moved towards the seaboard. The balance of the Bituminous trade we are compelled to estimate; but from the data in our possession we can arrive at a pretty fair estimate of the balance of the production.

We had supposed that the census returns for 1870 would have been sufficiently tabulated to have obtained reports of the quantity of Bituminous Coal mined in the different States of the Union in time for our publication—but we learn from Washington that they will not be ready for several months yet, and therefore we cannot furnish them in official shape, but we do not believe that our estimates will vary materially from the official returns when obtained.

Last year in estimating the quantity of coal consumed in the coal regions at the collieries, in factories, and for household purposes, we made the estimate a little too high in some of the districts. From the best information we can glean, the quantity consumed in the different regions, independent of the official quantity sent to market, was as follows in 1871:

| | Sent to market. Official. | Home consumption. Estimated. | Total product'n. |
|---|---|---|---|
| Schuylkill and Columbia | 5,124,780 | 900,000 | 6,024,780 |
| Northumberland | *628,866 | 170,000 | 798,866 |
| Lehigh Region | 2,249,356 | 400,000 | 2,649,356 |
| Wyoming " | 6,481,171 | 1,200,000 | 7,681,171 |
| Lykens Valley | 481,328 | 50,000 | 531,328 |
| | 14,965,501 | 2,720,000 | 17,685,501 |

* Only a portion of the trade for Northumberland County. The balance is reported elsewhere.

The total quantity of Anthracite and semi Anthracite sent to market sums up as follows in 1870 and 1871:

| | Tons. |
|---|---|
| In 1871 | 14,965,501 |
| In 1870 | 15,274,029 |
| Decrease in 1871 | 308,528 |

The whole quantity of Bituminous coal sent towards the seaboard, embraced in our tables, including imported coal, in 1870 and 1871, was as follows:

| | Tons. |
|---|---|
| In 1871 | 4,895,914 |
| In 1870 | 4,340,272 |
| Increase in 1871 | 555,642 |

Showing an increase of 555,642 tons Bituminous, and a decrease of 308,528 tons of Anthracite, making the increase of all kinds 247,114 tons in 1871.

We give the whole supply of all kinds produced and consumed in the United States in 1871, part of which is official and balance estimated:

| | Tons. |
|---|---|
| Anthracite sent to market (official) | 14,965,501 |
| Consumed in the Coal Regions (estim.) | 2,720,000 |
| Bituminous sent towards sea-board, including 443,955 tons imported (official) | 4,895,914 |
| Bituminous mined and consumed in the United States, not embraced in our tables (estimated) | 11,500,000 |
| | 34,081,415 |
| Exported | 269,751 |
| Total supply for United States | 33,811,664 |

OFFICIAL TABULAR STATEMENT.

of the whole product of Anthracite Coal and also that portion of Bituminous Coal, sent towards the seaboard in 1871:

| | 1870. Tons. | 1871. Tons. |
|---|---|---|
| *Schuylkill Region:* | | |
| Reading R. R. & Branches | 3,022,465 | *3,716,584 |
| By Schuylkill Canal | 526,804 | 1,010,171 |
| By Lehigh and Mahanoy | 287,669 | 470,163 |
| Pinegrove west | 30,413 | ..... |
| | 3,867,351 | 5,196,918 |
| Less reported d'ble | 146,948 | 72,138 |
| | 3,720,403 | 5,124,780 |
| | | 3,720,403 |
| Increase in 1871 | | 1,404,377 |
| *Lehigh Region:* | | |
| Lehigh Valley Railroad | 3,099,161 | †2,488,704 |
| Lehigh and Susquehanna Railroad | 1,120,360 | ‡1,360,921 |
| Lehigh Canal | 789,112 | 740,636 |
| | 5,008,633 | 4,590,261 |
| Less Wyoming & Schuyl. | 2,017,755 | 2,340,905 |
| | 2,990,878 | 2,249,356 |
| | 2,249,356 | |
| Decrease in 1871 | 741,522 | |
| *Wyoming Region:* | | |
| Pennsylvania Canal Co. | 331,102 | 331,507 |
| Canal, North | 19,465 | 7,299 |
| Pennsylvania Coal Co. | 1,086,008 | 801,079 |
| Lackawanna & W. R. North | 669,843 | 559,973 |
| " " South | 1,678,254 | 1,356,513 |
| Delaware and Hudson Co. | 2,039,722 | ¶1,366,171 |
| Lackawanna & Bloomsb'g. | 295,720 | 187,487 |
| By Lehigh | 1,434,695 | 1,871,142 |
| | 7,554,909 | 6,481,171 |
| | 6,481,171 | |
| Decrease in 1871 | 1,073,738 | |
| *Shamokin Region* | 486,174 | §828,866 |
| | | 486,174 |
| Increase in 1871 | | 142,692 |
| *Lykens Valley:* | | |
| Williams Valley Colliery | 296,424 | 239,760 |
| Lykens Valley | 67,775 | 94,183 |
| Big Lick Colliery | 89,619 | 147,385 |
| Treverton | 67,847 | ¶¶ |
| | 521,665 | 481,328 |
| | 481,328 | |
| Decrease in 1871 | 40,337 | |
| Total Anthracite | 15,274,029 | 14,965,501 |
| | 14,965,501 | |
| Decrease in 1871 | 308,528 | |
| *Bituminous:* | | |
| Broad Top | 313,425 | 319,625 |
| Pa. C. and Phila. and Erie. | 1,889,089 | 1,787,181 |
| Chesapeake & Ohio Canal. | 604,137 | 850,339 |
| Baltimore & Ohio Railroad | 1,112,938 | 1,494,814 |
| | 3,919,589 | 4,451,959 |
| Imported | 420,683 | 443,955 |
| | 4,340,272 | 4,895,914 |
| | 15,274,029 | 14,965,501 |
| | 19,614,301 | 19,861,415 |
| | | 19,614,301 |
| Total increase in 1871 | | 247,114 |

* The whole coal tonnage of the Reading Railroad in 1871 on the main lines, was 4,584,450 tons. The balance was received from other regions, and reported in the tonnage of other companies, including 558,234 tons of Bituminous coal received at Harrisburg. There is also included in the tonnage 251,291 tons consumed by the company. Including the tonnage of the laterals for shipment by Canal and via Northern Central Railroad, and quantity consumed on the laterals, the total coal tonnage of main, branches and laterals, was 6,002 573 tons for the fiscal year ending November 30, 1871.

† The total tonnage of the Lehigh Valley Railroad in 1871, was 2,889,074 tons Anthracite, and 355,096 tons of Bituminous coal, making the total tonnage 3,244,170 of all kinds. The balance is reported by other companies.

‡ The total tonnage of the Lehigh and Susquehanna Railroad in 1871 was 1,083 587 tons. The balance is reported elsewhere.

¶ Of this quantity 967,656 tons were sent by Canal and 398,515 by Rail.

§ The whole product of Northumberland County in 1871 was 1,213,093 tons. The balance is reported elsewhere.

¶ ¶ Reported in Northumberland Coal Trade via Philadelphia and Reading Railroad. The tonnage in 1871 was only 30,616 tons, as they only worked about three months.

The supply of Anthracite sent to market in 1870 and 1871 was furnished as follows:

| | 1870. Tons. | 1871. Tons. |
|---|---|---|
| Schuylkill, Columbia, &c. | 3,720,403 | 5,124,780 |
| Northumberland | 486,174 | 628,866 |
| Wyoming Region | 7,554,909 | 6,481,171 |
| Lehigh | 2,990,878 | 2,249,356 |
| Lykens Valley Semi-Anth. | 521,665 | 481,328 |
| | 15,274,029 | 14,965,501 |
| | 14,965,501 | |
| Decrease in 1871 | 308,528 | |

Since 1860 we give below the quantities of coal sent to market from the three principal Regions—the Schuylkill, the Wyoming, and the Lehigh:

| Year. | Schuylkill. | Wyoming. | Lehigh. |
|---|---|---|---|
| 1860 | 3,270,516 | 2,941,817 | 1,821,774 |
| 1861 | 2,607,489 | 3,055,140 | 1,738,377 |
| 1862 | 2,890,598 | 3,145,770 | 1,351,054 |
| 1863 | 3,443,265 | 3,759,610 | 1,984,713 |
| 1864 | 3,642,218 | 3,960,836 | 2,054,669 |
| 1865 | 3,735,802 | 3,256,658 | 1,822,535 |
| 1866 | 4,633,487 | 3,736,616 | 2,128,867 |
| 1867 | 4,334,820 | 5,328,322 | 2,062,446 |
| 1868 | 4,414,356 | 5,990,813 | 2,507,582 |
| 1869 | 4,748,960 | 6,068,395 | 1,929,583 |
| 1870 | 3,720,403 | 7,599,902 | 3,040,303 |
| 1871 | 5,124,780 | 6,481,171 | 2,249,356 |

It will be observed that the Schuylkill Region recovered last year what she lost the previous year, and it is believed that she will hereafter hold her proportion of the trade. With present facilities all the different Coal Regions can increase their product beyond the wants of the markets this year, and therefore we presume the increase this year, which may run up as high as 3,500,000 tons, will be divided among all, as we do not apprehend much, if any, difficulty this year, the basis system having been adopted in all the Regions, and provision having also been made for arbitration and conciliation to adjust any that are likely to occur, without resorting to a strike when the parties themselves cannot adjust them. —*Pottsville Miner's Journal.*

### The First Railroad Cars.

A correspondent of the *New York Times* recently fell into an error in saying that Messrs. Gilbert & Bush, distinguished car builders of Troy, made, at their shops on Green Island, the first cars drawn by steam in the United States. The six cars, photographs of which are in the Rooms of the Historical Society at Hartford, Conn., were built at Albany, in 1831, by JAMES GOOLD, who was then, and for many years previously, engaged in the business of carriage making. As Mr. Goold was making the heavy post coaches used at that time for passenger and mail transportation, as

well for the south and west, as for this section of country, it was natural that he should be entrusted with the construction of the first cars, as of course there were no car shops in a country where cars had never before been used. The cars were ordered by Asa Whitney, Esq., the then Superintendent of the Mohawk and Hudson Railroad. This statement is made by the builder "to vindicate the truth of history," rather than as a matter of special interest to the public.—*Albany Journal.*

### The Advance in the Prices of Iron.

There has been, within the past few weeks, an important and somewhat remarkable advance, in the price of pig, railroad, and other leading descriptions of iron, which demands more than a passing notice. The extent of this advance is exhibited in the annexed statement, which has been compiled from reliable authorities:

Prices per ton of Leading Descriptions of Iron in the New York Market, at dates given.

| | Jan. 5, 1872. | Mar. 8, 1872. |
|---|---|---|
| American Pig Iron, No. 2.. | $34@$35 | $44@$45 |
| American Pig Iron, No. 1.. | 35@ 36 | 45@ 46 |
| Scotch Pig, Eglinton..... | 33@ 34 | 43@ 44 |
| Scotch Pig, Glengarnoch... | 34@ 35 | 46@ 47 |
| Wrought Scrap..... | 41@ 42 | 42@ 44 |
| Rails, American..... | 70@ 71 | 75@ 80 |
| Rails, English, (gold prices) | 60@ 62 | 66@ 68 |

Here is an advance in pig iron, of about 30 per cent., while rails show an average advance of about 10 per cent. It is seldom that in any staple article so great an appreciation of values has taken place in so brief a period of time. Of course speculation has had a great deal to do with it, but speculation must have some basis, and it is natural to inquire upon what grounds the higher prices rest. It is clear to all, that a prodigious increase has been made in the past few years, in the use to which iron has been applied. Great ocean steamships are now built almost exclusively of iron. The construction of vessels for the navies of the world, other than iron-clads, has nearly ceased. The use of iron in buildings has made great progress. And in all the various departments of mechanics, iron is constantly being applied to new uses. But above and beyond all, is the use of iron for the building of railroads. The work of railroad extension has made rapid progress in all parts of the civilized world; and in building and operating a comparatively short line of railroad, more iron is used than in building many steamships, and many iron clads, and many public buildings. The following is an exhibit of the progress of railroad building in the United States in ten years:

Miles of Railroad in the United States at the end of two decades.

| | 1861. | 1871. |
|---|---|---|
| Six New England States..... | 3,699 | 3,758 |
| Five Middle States..... | 6,599 | 10,601 |
| Ten Western States ..... | 11,322 | 18,545 |
| Thirteen Southern States ..... | 8,707 | 12,844 |
| Pacific States and the Territories | 26 | 2,904 |
| Total miles ..... | 30,351 | 48,652 |

Here we have a statement showing that in the ten years ending 1871, during a portion of which period an exhaustive civil war raged, there were put in operation no less than 18,301 miles of railroad, within the boundaries of the United States. We built in the same time, an extensive iron-clad navy, and Great Britain replaced nearly all her wooden sea going steamers, with those constructed of iron. The consumption of iron in the United States has for a number of years increased at the rate of 10 to 15 per cent. per annum; and latterly the demand from the Continent, to make good the deficient importation during the late Franco-German war, has been excessive, and prices have there advanced more than with us.

The next question which arises is, how far has the production of iron kept pace with its increased consumption? In answer thereto, we have compiled a few statistics.

Production of Pig Iron in the United States for a series of years.

| Year. | Tons. |
|---|---|
| 1865 ..... | 931,382 |
| 1866 ..... | 1,350,943 |
| 1867 ..... | 1,461,626 |
| 1868 ..... | 1,603,000 |
| 1869 ..... | 1,916,641 |

This is as late as official figures come down to; but for 1870 and 1871, an estimate by a reliable authority places the production at little if any increase over that of 1869. The "strike" of the coal miners in 1870-'71 no doubt reduced the production of pig iron for those years at least 200,000 tons, and, with other causes, prevented many furnaces being set up, which are now needed to maintain the supply of iron. There is also no doubt that difficulties with miners at the English mines have curtailed the production of pig iron in the last few months, and threaten to effect a still greater reduction in the early future. With reference to the production and importation of railroad iron, we have the following statistics:

Export of Railroad Iron from Great Britain for a series of years.

| Years. | Total export. Tons of 2,000 lbs. | Of which to U.S. Tons of 2,000 lbs. |
|---|---|---|
| 1865 ..... | 486,427 | Not stated. |
| 1866 ..... | 557,783 | " |
| 1867 ..... | 650,239 | " |
| 1868 ..... | 653,507 | " |
| 1869 ..... | 1,003,350 | 336,500 |
| 1870 ..... | 1,187,330 | 472,403 |

Production of Railroad Iron in the United States for a series of years.

| Year. | Tons. |
|---|---|
| 1865 ..... | 356,392 |
| 1866 ..... | 430,738 |
| 1867 ..... | 462,108 |
| 1868 ..... | 506,714 |
| 1869 ..... | 593,420 |
| 1870 ..... | 620,000 |

We find by these figures that the United States produced and imported during the years 1869 and 1870, more than two millions tons of railroad iron, or nearly double the quantity imported and produced in 1865 and 1866. It were hardly possible that the consumption of iron should continue to increase in this ratio. It may be safely assumed, therefore, that by the late advance in prices, a serious check has been imposed upon the increase in the consumption of iron. The production will no doubt be greatly stimulated, but other materials for ship-building and house-building will again come into successful competition with it.

The late advance in iron is unfortunate to projected railroads. It will greatly enhance their cost, and cause many to be postponed for indefinite periods. But the development of our railroad system must go on, at whatever cost, and we can only hope that in the course of a short time the various interests involved will so adjust themselves to each other, that the increased cost will cease to be felt as a serious obstacle to the work.

### Important Railway Legal Proceedings.

The case of Owston & Sowers vs. Allegheny Valley Railroad Company, decided in the court below of Pittsburgh district, a few days ago, has excited unusual interest, in legal and civil circles, and more especially among railroad men. The plaintiffs were an oil firm, who during the "bulling" business of 1869 failed to get to the Pittsburgh market all the oil which they assumed they had sold. They failed because the defendants could not supply them with transportation, and alleging that they had a contract with defendants which bound them to carry all the oil the plaintiffs might offer they brought suit in damages, claiming $50,000 as the amount they had suffered from not being supplied the transportation which they demanded of defendants.

The facts and the evidence and the charge of the Court showed, that the only contract existing between the parties was, that the railroad company agreed to carry the oil of these parties at a certain price, provided they would give it to the road to haul in a certain amount or quantity. The road did not bind itself to haul the oil at all, or any portion of it, or to furnish facilities for having it done, but simply to carry it at a certain price if at all. The rate was a favorable one for the shippers, and could have been taken advantage of at any time, but when by means of the operations of a ring movement a great amount of oil was demanded in Pittsburgh within a few days, the plaintiffs, together with many other parties, crowded their product upon the road much faster than the road could move it, and hence many of them failed to deliver what they claimed they had sold, and for this reason the claim of damages in this case.

The figure at which they had placed their damages was excessive, and no one supposed that, though they might obtain a favorable verdict, they would be awarded more than enough to about pay the costs of suit. They did not themselves, it seems, expect much more. Nor was it presumed that an imaginary cause could be set up upon which a jury would pronounce favorable, when contrary to the facts, the evidence and the charge of the Court. Yet it was done in this case.

The defendants do not propose to submit to this decision without having given it a test in a higher court. They feel as though the case was an important one, which, if taken as a precedent in law upon such points, would prevent railroad companies from making special contracts with shippers; for in every such case any amount of imaginary business could be trumped up and damages collected on it whether it had ever been offered for transportation or not. And besides, if railroad companies are legally bound to accomplish all they want or expect to, suit, by this verdict, can be brought against them every time a train is a minute behind time, and their time schedule can be offered in evidence as sufficient proof of their failure to comply with their contract.

It is well, we think, the Allegheny Valley road proposes to resist the decision of this jury. It—when it comes to this—will be cheaper to make or buy a jury to have this decision reversed, than to allow other people to employ one to decide against them.—*Am. Manuf., Feb.* 29.

### Upper Hudson River Railroad.

Articles of association of the above named company have been filed with the Secretary of State. The length of the proposed road is from some convenient point in Schuylerville, Saratoga county, to some point in Fort Edward, Washington county, a distance of about twelve miles, of which one and a half miles are in the county of Saratoga and ten and a half in the county of Washington. Nelson Davenport, John M. Landon, George H. Taylor, David C. Brisban, Alex. G. Patton, E. F. Bullard and Lewis E. Smith, of Mechanicville, are named as first executors. The capital stock is $130,000.

☞ The Rondout and Oswego Railroad property seized the other day has been released by the collector, the company giving security to produce the same on the day of sale. Trains are running as usual.


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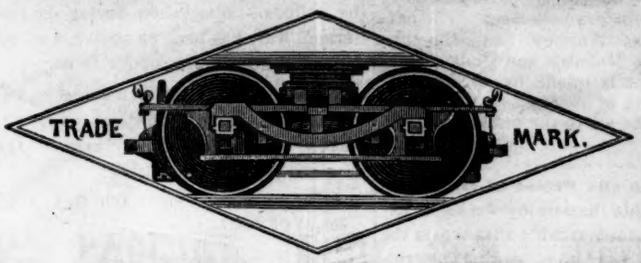


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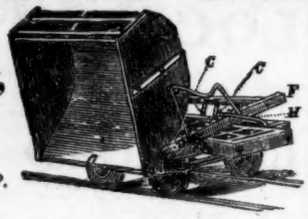

Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

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